



Documentation of Public Hearing

Project Location

El Paso County, Texas
City of El Paso Bicycle Connectivity Infrastructure Project Phase II
CSJ : 0924-06-543

Project Limits

- Lomaland Drive from Pellicano Drive to Trawood Drive.
- Mosswood Street from Trawood Drive to Montwood Drive.
 - Murchison Drive from Brown Street to Arizona Avenue.
- Magnolia Street from Murchison Drive to Arizona Avenue.
- Arizona Avenue from Murchison Drive to Alabama Street.
- Pellicano Drive from George Dieter Drive to Lomaland Drive.
- Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
- Pendale Road from Yermoland Drive to North Loop Drive.

Hearing Location

Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

Hearing Date and Time

Wednesday, February 5, 2020 at 6:00 PM

Translation Services

Spanish

Presenters

Marty Boyd, Advanced Transportation Planning Director, TxDOT
Obed Cano, Project Manager C.I.D., City of El Paso
Ismael Cepeda, P.E., Project Manager C.I.D., City of El Paso

Elected Official in Attendance

Lauren Jones, representing State Representative Art Fierro, District 79

Total Number of Attendees

17

Total Number of Commenters

18

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**Attachment A
Comment Response Matrix**

Bicycle Connectivity Infrastructure Project Phase II – February 5, 2020 – Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
EMAIL COMMENTS					
1	Jackson Hurst	1/20/2020	Email Comment	Hi I would like to be added to the mailing list for the Bicycle Connectivity Infrastructure Phase II Project. My mailing address is [REDACTED] sent from [REDACTED] <i>In accordance with Texas Government Code 552.137(a), any email addresses provided by members of the public must be redacted if documentation will be disclosed to the public.</i>	Comment Noted
2	Meghan Curry	1/20/2020	Email Comment	I just received notice about the Phase II plans for several eastside bike zones. I may have missed earlier notices, but was wondering if / when a route connecting Mesa will be planned. I frequently commute via back roads and bike lanes on the Westside with little issue unless I have to travel north, beyond Executive. There is currently no safe way to travel north, toward Sunland Park. I've even been hit by a car riding on the side walk on Mesa and will not ride in traffic on that road despite riding in most other section of the city. With the mountains on the West and queries on the East - there is no other route North currently besides Mesa. The PDN trail will be decades away for this section. Please consider a safe cycle zone from executive to Sunland park on Mesa. Thank you, -- Meghan Curry	<ul style="list-style-type: none"> •The City has plans delineated on the City of El Paso Bike Plan 2016 for future bike improvements on the Westside of town, please see bike plan for future improvements. https://www.elpasotexas.gov/-/media/files/coep/capital-improvement/bike%20plan/081616%20epbp_plan_august%202016.ashx?la=en
3	Marshall Carter-Tripp	1/20/2020	Email Comment	With regard to bicycle connectivity. As the City moves to increase bicycle enhancements on roadways, I would offer the following comment: I am increasingly reluctant to drive at night, and one reason is the growing number of bicycle riders (and joggers and walkers) who are out after dark in all-black outfits, no lights on their bikes or helmets, not even a white sock or scarf. Do they think that because they can see my car I can see them? I understand that the Texas Department of Transportation has published rules requiring for night bicycle riding that there be a headlamp on the front of the bicycle with a white light visible for 500 feet, and a red reflector or lamp on the rear visible for 300 feet (reflector) or 500 feet (lamp). May I urge the City to publish these rules - they are for the safety of both riders and drivers!! Thank you. Marshall Carter-Tripp	Comment Noted.
4	Duran, Matthew	2/6/2020	Email Comment	I do not think painted bicycle lanes adequately address El Pasoans traffic safety concerns. An 18 or 24 inch painted buffer will not keep me safe from drivers who are: speeding, on their cell phones, and/or under the influence. Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: https://cbs4local.com/.../city-says-green-boxes-on-resler-dri... The current state of the painted bicycle lanes throughout El Paso show the failure of this design's longevity and practicality; if you can't even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails). Drivers regularly and illegally use painted bicycle lanes as street parking, forcing a rider to merge into car lanes. But a design with a bicycle/multi-use path completely separated from motorized vehicles by a physical barrier will alleviate safety concerns and save lives. Thank you and I look forward to reading your official response. Matthew Duran	<ul style="list-style-type: none"> • Bicycle facility designations follow the City of El Paso Bike Plan. •This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists. • Where existing, parking spaces will not be eliminated. This does not mean that bike lanes are intended for parking. Parking spaces and Bike lanes will not conflict, they are design as separated facilities. Existing enforcement exists by Municipal Code 12.44.020.

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5	Maggie Barnes	2/20/2020	Email Comment	<p>This email is in response to the public hearing on new bicycle lanes held on February 5, 2020 at Marty Robbins Recreational Center. Overall, I am very happy to see the city of El Paso adding new bicycle lanes. However, I have a few reservations about the plans as unveiled at the February 5 meeting.</p> <p>Opportunity for Public Comment One of the most worrisome things to me at the meeting was that the widths of the lanes and buffer areas for multiple proposed bike lanes were shown to be larger on the posters than in the power point - and people had the option to examine the posters at their leisure while the power point was sped through quickly. I did not request a copy of the posters and power point as I had intended to prior to writing this comment, but as I recall in every instance in which the widths were different the bike lane and buffer widths were smaller in the power point than on the posters, and I was told the power point contained the more updated plans. I believe most attendees did not notice the discrepancies and therefore are basing their comments and acceptance/nonacceptance of the bike plan based on the information provided on the posters, meaning they likely did not have a chance to object to the smaller lane size listed on the power point.</p> <p>Lane and Buffer Widths I am concerned that the bike lane and buffer width is being reduced as planning moves forward, especially for the faster moving roads. While I commute in central, often on roads with no bike lanes (due to the lack of availability of such lanes), there are a number of bike lanes in town I will not use. These include the bike lanes on Shadow Mountain / Westwind and George Dieter. The reason that these bike lanes are terrifying is because they are small unbuffered/unprotected bike lanes on fast moving busy wide roads - meaning cars are generally going too fast and paying to little attention to ensure any sort of safety for cyclists. I worry that the building more narrow unprotected bike lanes on busy roads like that will allow the city to say that there are more miles of bike lanes without providing cyclists with a safer option on the ground. This is of particular concern on the proposed Pellicano and Lomaland routes, where out of respect for the speed and quantity of traffic bike lanes should be a minimum of 4' with a 2' buffer (for a one way bike lane), but the general principal is true throughout the plan. El Paso Municipal Code 12.80.220(b) calls for cars and light trucks to give cyclists 3 feet of space and for trucks larger than light trucks to give cyclists 6 feet of space, and bike lanes should be build so that a cyclist can ride at or near the center of the bike lane and receive that prescribed amount of safety buffering without traffic next to the bicycle lane needing to change their driving patterns.</p> <p>Signs I am concerned about the city's performative use of the term 'bicycle boulevard.' Where a sharrow is used to designate that bikes are supposed to use a specific route, signage should indicate "Bikes may use full lanes" or similar rather than "Share the Road," as "share the road" signs illustrate bikes cowering on one side of the road while vehicles pass close by. I have personally been yelled at more than once on El Paso roads when I am as reasonably to the side of the road as I can be while providing for my safety and cars feel they have been momentarily delayed; signs which tell drivers cyclists are allowed to use as much of the lane as we want for our safety would be amazingly helpful.</p> <p>Connectivity Obviously we do not have a fully connected bike lane system in El Paso yet. I would love to see a full citywide system of protected bike lanes in the future, but I think bike lanes that consist of no more than paint and signage are generally a step in the right direction. They must, however, be wide enough to ensure for cyclist safety. Narrow bike lanes on busy or fast moving roads are actively unsafe for cyclists and are, in my opinion, far worse than no bike lane at all. Please give cyclists adequate safe space and protective signage when creating bike lanes.</p> <p>Respectfully, Margaret Barnes [Redacted] [Redacted] [Redacted] [Redacted]</p> <p><small>In accordance with Texas Government Code 552.137(a), any email addresses provided by members of the public must be redacted if documentation will be disclosed to the public.</small></p>	<ul style="list-style-type: none"> • A typographical error was committed during the reproduction of one of the poster displayed at the public hearing. The poster in question illustrated bike lanes at Lomaland Dr. to be 4-ft in width with a 1.5-ft buffer, this is incorrect. The poster should have displayed 3-ft bike lanes with a 1.5-ft buffer at Lomaland Dr. The formal presentation and PowerPoint slides illustrated the correct dimensions of the proposed improvements at Lomaland Dr. as well as all other corridors. For presentation please see Court Report Attachment E. For the corrected display please see Attachment G "Lomaland Dr - from Pellicano Dr to Trawood Dr Proposed Cross Section" • After review of the presentation material, only the physical display presenting "Lomaland Dr - from Pellicano Dr. to Trawood Dr Proposed Cross Section" contained incorrect information. All information on verbal presentation, PowerPoint slides, and physical displays was correct. For presentation please see Court Report Attachment E. For the corrected display please see Attachment G. • Proposed bicycle facilities were design to fit the existing roadway. This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists. • This project does not propose "Share the Road" signs, instead "May Use Full Lane" signs have been implemented. • The City has plans delineated on the City Of El Paso Bike Plan 2016 for proposed citywide connectivity. https://www.elpasotexas.gov/~media/files/coep/capital-improvement/bike%20plan/081616%20epbp_plan_august%202016.ashx?la=en <p>** A written notification addressing typographical error has been email to commenter.</p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
6	Marguerite Mauritz	2/18/2020	Email Comment	<p>Dear Capitol Improvement Department,</p> <p>I am an avid cyclist who uses streets and bike lanes as a primary mode of transportation and to commute to work. I am writing in regard to the public hearing on the Bicycle Connectivity Phase II plan held on February 5th, 2020. I would like to thank the department and all project staff who attended the meeting for the time and effort invested in holding a public hearing. This plan takes some important steps toward increasing bike lane connectivity throughout the city of El Paso and leaves a number of places for critical improvement. The ideal for every community is to have fully protected bike lanes that optimize cyclist and vehicle safety by completely separating cyclists from the flow of traffic. Protected bike lanes are undoubtedly the safest and most inclusive way to develop bicycle infrastructure in a city. However, given limited resources, safety must still remain a priority. It is insufficient to simply paint lines on roads with no regard to the specific road conditions and needs of cyclists. Based on close examination of the materials presented at the public hearing I have a number of suggestions that must be considered to truly advance bicycle infrastructure and cyclist safety in El Paso.</p> <p>Suggested improvements to the current plan:</p> <ul style="list-style-type: none"> • As per National Association of Transport Officials (NACTO) guidelines the size of the entire bike lane and the buffer margin must be scaled to the traffic condition of each road. This means a road with a faster speed limit for cars needs a wider bike lane and a wider buffer to provide adequate protection to cyclists. • Buffering against parked cars should also be considered as people exiting parked vehicles, reversing, or parking improperly become substantial hazards for cyclists <p>All bike lines should be accompanied by frequently placed signs that are visible to car traffic and assert the rights of cyclists on the road. Language such as 'Cyclist has right of way' or 'Cyclist may use full lane' creates a safer atmosphere for cyclists as it affirms the right of the cyclist to vehicular road users.</p> <ul style="list-style-type: none"> • Where road geography creates unsafe conditions such as the blind corner on Murchison Dr. mirrors an be placed strategically to improve visibility for both cyclists and motorists •The plan for intersections is currently unclear and the entire public hearing omitted any information for how intersections will be designed. Intersections are a major location for bicycle accidents and fatalities and it should be considered that a bicycle navigates an intersection completely differently from a car. o Traffic light timing should be adjusted to ensure that a slow cyclist can clear an intersection before the light turns green for crossing traffic o Intersections should be marked to give priority and increase visibility for cyclists (eg: green boxes that move cyclists ahead of traffic and position them for a head start when lights change) A number of things remain unclear, even after the public hearing, and I urge the planning team to consider these as they finalize the bicycle lane designs: <ul style="list-style-type: none"> • How will the plan facilitate and make left turns safer for cyclists? • At the planning meeting it was stated in multiple instances that parking will not be affected. Does that mean that parking will be allowed to obstruct bike lanes? During the meeting some information that is crucial to assess the bicycle plan was omitted. This includes: <ul style="list-style-type: none"> • It would be extremely helpful to show proposed lanes in the context of existing lanes to give a better sense of connectivity • The speed limits of roads with planned bike lanes must be displayed to properly assess the appropriateness of proposed bike lane widths • There were a number of contradictions between different information sources (eg: the Mosswood Corridor bike lane was stated to be 4' on the information boards and 3' wide in the presentation). This undermines public trust of the planning committee and reduces confidence that information has been shared honestly and transparently • Information was inconsistent across different types of displays, particularly the start and end of each bike lane was unclear between the street plans and the street design schematics. Again, this creates doubt that the plans are honest and transparent. • It was never stated how public comments will be taken into consideration, nor how comments will be evaluated and added to improve the existing plans <p>I would like to restate my thanks to the Department for holding a public hearing and making it possible to submit comment via many channels. The opportunity for public comment is invaluable to community development projects. I would urge the department to consider that 'something is not better than nothing', and it is insufficient to simply paint lines on roads. Bike lanes must be designed with cyclist safety as the main priority, consider parking and speed-limit conditions of each road, assert the rights of cyclists to use the road, and extend the safety of cyclists to intersections which are highly dangerous situations for every cyclist.</p> <p>Many thanks for taking the time to read my comments. Sincerely, Marguerite Mauritz.</p> 	<ul style="list-style-type: none"> • As stated in the Public Hearing presentation, comments provided at the Public Hearing will become part of the Public Hearing Summary and will be posted at https://www.elpasotexas.gov/capital-improvement. (please see Attachment G, PowerPoint Presentation, Slide 2) • Mosswood Corridor improvements do not include buffered bicycle lanes. The planed improvements for Mosswood Corridor is the addition of a Bicycle Boulevard. Please see Attachment G for the proposed improvements at Mosswood Corridor. • A typographical error was committed during the reproduction of one of the poster displayed at the public hearing. The poster in question illustrated bike lanes at Lomaland Dr. to be 4-ft in width with a 1.5-ft buffer, this is incorrect. The poster should have displayed 3-ft bike lanes with a 1.5-ft buffer at Lomaland Dr. The formal presentation and PowerPoint slides illustrated the correct dimensions of the proposed improvements at Lomaland Dr. as well as all other corridors. For presentation please see Court Report Attachment E. For the corrected display please see Attachment G "Lomaland Dr - from Pellicano Dr to Trawood Dr Proposed Cross Section" • After review of the presentation material, only the physical display presenting "Lomaland Dr - from Pellicano Dr. to Trawood Dr Proposed Cross Section" contained incorrect information. All information on verbal presentation, PowerPoint slides, and physical displays was correct. For presentation please see Court Report Attachment E. For the corrected display please see Attachment G. • Improvements for all signalized intersections will include green colored intersection crossing markings, while non-signalized intersections will include dotted line extension crossings. • Where existing, parking spaces will not be eliminated. This does not mean that bike lanes are intended for parking. Parking spaces and Bike lanes will not conflict, they are design as separated facilities. Existing enforcement exists by Municipal Code 12.44.020. • Bicycle facility designations follow the City of El Paso Bike Plan. • This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists. • Timing for existing traffic signals follow American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards. Timing for existing traffic signals within the project limits will be evaluated. <p>** A written notification addressing typographical error has been email to commenter.</p>

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7	Melissa Lugo	2/11/2020	Email Comment	<p>Obed Cano, El Pasoans need a connected & protected bike infrastructure network that begins with phase I & II. I recently attended the city Bicycle Connectivity Phase II public meeting and was disappointed to find that none of the designs were much needed protected bike lanes, especially those on higher speed arterials and connectors like Lomaland, Murchison, Pelicano, and Tierra Este. I typically bike Edgemere which has a painted lane that ends at intersections making it unsafe while motorists may be texting or distracted. Painted bike lanes and sharrow simply is not enough to save lives and encourage all ages and abilities to be active and ride, this includes infrastructure appropriate for children. Not everyone has a choice whether they ride or not, even in harsh conditions. Most bicycle commuters ride because they have no other transportation choices. So its on City and staff to design safe bike lanes appropriate for all ages and abilities. The design standards as proposed do nothing to improve safety and inclusivity for all ages and abilities for biking in El Paso. Installing "May Use Full Lane" signage on bike friendly infrastructure vs. "Share the Road" has been shown to improve understanding and decrease driver aggression toward cyclists. Bicycle lane design should be specific to the traffic conditions, crash data, and speed limits (this info was not provided at the public hearing) of the current road infrastructure and should not be a cookie-cutter solution as was seen of the proposed designs. According to the project presentation current parking conditions will not be affected. Does this mean there will be no accountability for parking and obstructing bike lanes? Protected bike lanes will also ensure that motorists do not park in bike lanes, obstruct cyclists travel and forcing them to ride in traffic. Murchison will be getting buffered, door zone bike lanes. Riding directly adjacent to parked cars, in their door zone (the space adjacent to cars where when motorists open their door, they obstruct the bike lane and the door and rider will collide with potentially deadly results). The safer option would be to move the parking lane out, creating a parking protected bike lane where the parked cars provide physical protection for riders. For phase III please include the entire bicycle lane network displayed at public meetings to make it accessible to see the where bike lanes are connecting to. Invite more staff and community members who ride bicycles to travel these routes by bike to collect accurate information before planning in order to implement safe design appropriate for all ages. Thank you for considering my input. -- Melissa M. Lugo, [REDACTED] [REDACTED]</p> <p><i>In accordance with Texas Government Code 552.137(a), any email addresses provided by members of the public must be redacted if documentation will be disclosed to the public.</i></p>	<ul style="list-style-type: none"> • Bicycle facility designations follow the City of El Paso Bike Plan. • This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists. • This project does not propose "Share the Road" signs, instead "May Use Full Lane" signs have been implemented. • Improvements for all signalized intersections will include green colorized intersection crossing markings, while non-signalized intersections will include dotted line extension crossings. • Where existing, parking spaces will not be eliminated. This does not mean that bike lanes are intended for parking. Parking spaces and Bike lanes will not conflict, they are design as separated facilities. Existing enforcement exists by Municipal Code 12.44.020. • The possibility of moving the parking lane out to create a parking-protected bike lane was explored. After critical review, this idea was not implemented to avoid cars parking at the bike lane as they are used to parking next to the curb.
8	Trinidad Agosto	2/11/2020	Email Comment	<p>Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: https://cbs4local.com/.../city-says-green-boxes-on-resler-dri... The current state of the painted bicycle lanes throughout El Paso show the failure of this design's longevity and practicality; if you can't even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails).</p>	<p>Comment Noted.</p>

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MAILED COMMENTS					
9	Evangeline De Luna	Postmarked 1/22/2020	Mailed Comment	<p>Dear Mr. Cano,</p> <p>I am in receipt of your notice regarding the proposal for "bicycle enhancements". These enhancement proposals are for various parts of the city but I have some comments to make as regards, specifically, the Murchison Corridor, beginning on Brown Street and ending on Arizona Avenue. For your consideration, I point out the following:</p> <ol style="list-style-type: none"> 1. Beginning on the North side of Brown and Murchison ALL structures are private residences. On the corner of Brown and Murchison (north side) are condos. These properties have exits only onto Murchison. All other properties on the North side of Murchison can exit only onto Murchison, including two "culdesacs"; one across Murchison from Georgia and the other is Gurs. In summary, all traffic from these homes exit onto Murchison. 2. On the South side of Murchison, beginning on Brown, are the following: One out-patient Surgical Center and a Dialysis Center; both very busy. Next is a church; busy every day of the week. All the traffic enters and exits through Murchison. Continuing East, all are residential homes, all the way to Georgia. Before Georgia is Lazy Lane. Lazy Lane is a Dead End street with approximately 20 homes, and all traffic exits and enters Lazy Lane from Murchison. Georgia, east of Lazy Lane, is one of two two-way streets. Before Medical Center Dr. is a Long-term Care facility which also draws a lot of traffic. 3. The next street is Medical Center Drive which runs North-South. After Brown and Murchison, this is the only traffic light on Murchison. Medical Center Dr. is one of two two-way streets which leads to Cliff. 4. Occasionally, I see patients in walkers or wheel chairs, accompanied by staff, walking down Murchison within the white line that designates parking in front of homes up and down Murchison. I can say that these white lines that allow parking in front of homes are a tremendous benefit, especially for ambulances, healthcare providers, fire engines, police cars, etc., that need to park in front of one of these homes on Murchison. 5. After Medical Center Drive there is a cluster of medical buildings that border Murchison, including a hospital and further East on Murchison and Cotton is another Long Term Care facility. All the medical buildings bordered by Medical Center Drive, Murchison Dr., Cliff and Laurel are extremely busy buildings. 6. Currently, Murchison Dr. is a two-lane street. Although the speed is monitored electronically, regular traffic doesn't run at the speed limit of 30MPH. Consider the number of ambulances and other emergency vehicles that need access to three different hospitals and three long-term care facilities. Also consider the number of employees working at all these facilities that have to use Murchison Dr. to get to their place of employment. It was previously proposed to make Murchison a ONE-LANE street. This change would NOT be wise as we have frequent emergency vehicles that need fast access to several of these medical facilities. The current proposal is to promote bicycling on this street. Bicycling on a residential street NOT inhabited or encumbered by so many medical facilities and medical services can accommodate bicycle lanes but NOT Murchison Dr. The other change that would NOT be of benefit is converting Murchison into a ONE-LANE street. Another problem that I brought up before is the fact that we have NO crosswalks on Murchison until we get to Cotton and Murchison which happens to be approx. ½ mile away. We have families that live across the street from each other. I've seen a Dad carrying a baby running across Murchison to get to his parents' house across the street. To cross Murchison I have to walk a distance of two blocks west to the traffic light or east, approx. 1 ½ blks to the traffic light at Medical Center Dr. Mr. Cano, a few years ago when Murchison didn't have enough lighting and the lane markings were indistinguishable, I circulated a petition on Murchison between Medical Center Dr. and Brown calling attention to these two problems. We got very positive results. I am offering to circulate another petition to address the bicycle lanes. I believe we have the right to voice our opinion regarding bicycles on our street. Adding bicycle lanes would reduce regular traffic lanes to one instead of two. One lane cannot handle the amount of regular plus emergency traffic on Murchison. Please contact me to give me a response. P.S. We need police to monitor speed limits and enforce the 30MPH. <p>Thank you! (MRS.) Evangeline (Vangie) De Luna ██████████ ██████████</p> <p>P.P.S. Traffic going to the Northeast from the Westside tend to use Murchison Dr. as a quicker route.</p>	<ul style="list-style-type: none"> • Improvements for this project will not reduce vehicular capacity, the number of vehicular lanes will remain as is. • The bicycle lane added to Murchison from Brown to Cotton will be one-lane one-direction running westbound, while maintaining the same amount of lanes for motor vehicles.

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VERBAL COMMENTS SUBMITTED AT PUBLIC HEARING					
10	Matthew Duran	2/5/2020	Court Reporter Transcript	<p>Hello, everyone. My name is Matthew Duran. And I represent -- well, I live in the Lower Valley but I ride a bicycle every single day for two -- about two years now and I'm very familiar with with, I guess, the dangers, inherent dangers of riding a bicycle in El Paso. Statistically, one person will die on our roadways once a week. And that's just fact of -- that's just the fear of riding a bicycle. And my main concern with this design is that we're buffering the cyclist and the car with paint. And if we all take a quick minute to look at the ground, two of those squares is a two-foot buffer and it just -- it just doesn't, in my opinion, it just doesn't feel safe. It doesn't feel like something I can encourage other people to use. Like I wouldn't put my kid on this buffer. It doesn't feel -- it just isn't --I mean, I think that's the main concern with everyone here in El Paso, is the reason why we have such -- so few cyclists, is because they just don't feel safe. And I'm not aware of the funding or the you know, the economical obstacles as to why we can't perhaps find a better design. I was mentioning that there's that design behind the Fountains of Farah on Viscount. And that is completely safe. It's completely away from traffic. And I would, I guess, hope that you-all would look for a design that would hopefully keep safety in mind as much as possible. Thank you.</p>	<ul style="list-style-type: none"> • Bicycle facility designations follow the City of El Paso Bike Plan. •This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists.
11	Mariana Villalobos	2/5/2020	Court Reporter Transcript	<p>Hi. I'm a cyclist. I ride a lot. Not every day, but three days a week at least. I want to touch on what the young man said earlier, about families. I do have two little kids. They're seven and nine. I would -- we do often ride our bikes to the park, and it isn't safe. And what I would really like for you as City folks is to maybe find some ways to let the public become more aware that there are people and kids on the streets. And pedestrian safety. Maybe do some public outreach to cyclists to other people. And let them know, "Listen, people are on the roads. Let's watch out for them." Some sort of campaign, you know, like the Walk El Paso walk campaign. Do something like that, but for the bikes. And it would be very nice to be able to safely ride with my kids down the block. I wouldn't take them on these buffered bike lines. I, myself, would definitely take them. I love a buffered bike lane. To me they're really nice, versus just riding on the road without a lane. I feel a lot safer that way. But for me, I think the ultimate goal would be to be able to see more families on their bikes. I see a lot of families on their bikes along Montwood, which is very awesome. But I'm kind of a ways away from Montwood, so I wouldn't necessarily take my kids all the way down there. And I guess that was it. I think public education and I think this is really nice. I think more of this should continue. And buffered bike lanes. And more signage, too. More signs along the road. I mean, I can go for 15, 20 miles, 30 miles and only see a few signs that say "Share the Road" and I'm like, "Well, there's a curve over ahead. There's no sign that says Share the Road. How would somebody know I'm out here if I'm not wearing a neon green sweater you know?" And sometimes that neon green sweater isn't always clean so I've got to wear the black one, you know. public outreach. I think that would help the cycling community feel safer. And El Pasoans know. Because a lot of people do -- I mean, it's one way or another. Some people are very kind and polite and they'll move out of your way. And some people don't. But I think if that were the case, if there were more public just outreach in regards to, "Look, we're going to do this and we're going to do it in your neighborhood, and we're letting you know about it and there might be more traffic, more bicycle traffic. We want to encourage that." I think it's good to get some help.</p>	<ul style="list-style-type: none"> • Bicycle facility designations follow the City of El Paso Bike Plan. •This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists. • Improvements for this project include bike related signs every 300-ft to 600ft to promote cyclist awareness. • This project does not propose "Share the Road" signs, instead "May Use Full Lane" signs have been implemented where appropriate.

Bicycle Connectivity Infrastructure Project Phase II – February 5, 2020 – Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
12	Elizabeth Ramirez	2/5/2020	Court Reporter Transcript	<p>Good evening, everybody. So my name's Elizabeth Ramirez and I came here from east El Paso. It's taken me a couple of years to get back out here to talk about this, but in 2014 I got hit by a car riding my bicycle. I came here to represent east El Paso. And first of all I want to thank the City of El Paso and TxDOT for doing this, because I will tell you that I've been riding since I was seven years old, and we never had anything like this. So I have a different outlook than some of you may have about what we are doing. Predominantly because it's a lot from what we've had. I did talk to some of the representatives here to speak about some of the rumble -- rumble dots that we can do, maybe some of the sticks, to do a little bit of what you spoke of with regard to the blocking. It's a design. It's a design process. But the bigger thing is, is some of the personal responsibility that we as riders have to take, because at the end of the day we have to be on the lookout for our own personal safety as well, right? That's one of the things that, you know, I as a rider was accused of, as not doing -- when I went into a traffic light that was green when I entered and red when I exited. At the end of the day the biggest piece that I shared with the City management office or the City Traffic Management office is that I would like to see the traffic cycles get worked into this plan. Because the traffic cycling of the lights is geared for vehicles that are moving at additional speed. And that's throughout the State. And so, for obvious reasons, that's like a water trickle effect that needs to get adjusted throughout the design plans. Because bicycles can only travel so fast and vehicles can travel a lot faster than we can. But, you know, things that have to be designed into the plan, right? It's a plan in process. And so we can't get it right the first time, right? We've got to be conscious of that. But I will tell you that, having grown up in El Paso, it's been a long time coming and something that we could definitely improve on. And I think that it's a step in the right direction from where we've been to where we are now. I love to see this grow and, you know, it's taken me a long time to get here, mostly because I was really angry for a very long time. I don't ride anymore. My bicycle's hanging in the garage and I ride a Peloton inside because it's a lot safer. But I'd love to be able to be out there again. But at the end of the day it is what it is. I suffered a full hamstring avulsion from a vehicle that hit me from a complete stop when the light changed and he decided it was time for him to go. It is what it is, right? But here's the deal, guys. As riders we all just have to have a lot of personal responsibility when we go into the road. And we've got to understand that the plan's not going to survive first contact, okay? It's a plan. It's not meant to be perfect. But as riders we've got to be out there and we've got to do the thing that's safe for us. Because we're a bicycle and they're a car. So understand that, when you get out into the road, it's your life. Okay? I got lucky. But I'm sure you've all read about the riders who don't get so lucky. Okay? So wear your personal protective gear. Pay attention to those lights. Don't play with them. And when the weather's bad -- and I talked to them about the inclement weather -- plan for that. I didn't need to be riding in that wind. But I thought I could. It happens. Think about that. And I talked to the City planners about that as well.</p>	<ul style="list-style-type: none"> • Timing for existing traffic signals follow American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards. Timing for existing traffic signals within the project limits will be evaluated.
13	Victor A. Ito.	2/5/2020	Court Reporter Transcript	<p>Good evening. I'm Victor Ito. I am a resident on the Murchison Drive, so I'm here mostly talk about that border on Murchison Street. And my concern is that is a curvy street and slightly hilly, so the visibility factor is a major concern there. Cars, unfortunately, tend to speed on that street. I know they probably speed everywhere, but on that street it is a major concern because of the visibility factor. One of the things that really sparked my attention on this is that that cross-section over there indicating Murchison Drive is a misrepresentation of the actual conditions of that street. On the north side of Murchison Street there is no sidewalk whatsoever. From the very corner of Brown Street almost all the way to Sierra Medical drive or -- I don't know what it's called, Medical Center drive, not exactly Medical Center drive, but across from that nursing home that's there, it's called Mountain View nursing home, there are no sidewalks whatsoever on that stretch of Murchison Drive. So I'm sorry, but that's a misrepresentation. Okay? So now, with the proposed lanes for the bicyclists, obviously that's going to need allocation or space taken away from Murchison Drive. Plus the buffer zone. It's a dangerous street. Ten years ago a lady pedestrian was killed. She was hit right there on 1325 Murchison walking the street. She was killed. Two years ago another car on one of those curves by First Presbyterian Church went over the sidewalk and hit a house. They -- I didn't take photos at that time, but the house was hit. One of the rooms in the front of the house was hit. So speed is a major concern there. Safety of the people. Lives of people is a huge concern. So I think this really needs to be addressed and considered over again before these bike lanes are done on Murchison Drive. Basically, that's it. I'll submit some photographs later to the City. Thank you very much.</p>	<ul style="list-style-type: none"> • Sidewalks along Murchison vary in dimension, the typical section presented at the Public Hearing depicted an specific area where sidewalk is present on both sides. Project plans with specific sidewalk and parkway dimensions were available at the hearing. • Improvements for this project will not reduce vehicular capacity, the number of vehicular lanes will remain the same. • Improvements for this project will not include modification to existing sidewalks.

Bicycle Connectivity Infrastructure Project Phase II – February 5, 2020 – Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
14	Melissa Lugo	2/5/2020	Court Reporter Transcript	<p>Hello, everyone. I'm an avid bicyclists. I ride mostly for transportation. So it's not really just for fun but to get to work, to get to -- buy groceries, things like that that are essential. And overall coming to the meeting and seeing the designs, very disappointed just to see that it's paint buffer when national statistics of safety show that when it's a protected bike lane and there's a connected network of protected bike lanes more people will use it and it's inclusive for all ages and all abilities to get where they need to go. So, unfortunately, paint and buffer while people are texting or distracted, does not save lives like protective bike lanes do. So whatever the limitations are for those types of designs -- I understand, you know, designers are limited to those in funding with City leadership and everything else that comes into play for funding protected bike lane infrastructure. We can go more into that in terms of, like, all of the new freeways that have been constructed, for eight miles of freeway would fund, you know, an entire city network of protected bike lanes. So that's something to consider. I also had some questions about the --like the Murchison -- the Murchison section where there is the -- parking is on the side of the residential section and then you have the bike lane in the door zone. So I don't know if that can be flipped to have the parking protected bike lane design in that so that the cyclists are -- are on the safer section of the intersection. And then also going through the presentation, when you-all were presenting and said that the parking wouldn't be affected. I don't know if that's interpreted as -- as that cars can still park in the bike lane and they would not be, like, accountable to parking citations or law enforcement that would say you can't park in the bike lane as an obstruction for people traveling by bike. And then I'd also like to see some crash data along with the speed limits and maybe a health impact assessment as part of that public announcement that the reason we want to have a network of connected bike lanes is because it's better for people's health and it's a positive image that people can get out and feel safe, all ages, all abilities, and stick to that main theme that we're positive about our vision for El Paso being an active city. And lastly, just to clarify on that signage about Share the Road, it's been shown statistically that drivers have better -- like, less aggression if it's -- the signage says Full [indiscernible] Use Full Lane versus Share the Road. Because Share the Road, they may still feel inclined to yell at the cyclist and say, you know, "You're not sharing," versus the cyclist can occupy the full lane, by law.</p> <p>And then overall, just -- I forget who was addressing it, but I think it was your comments (indicating). Just overall, in terms of the -- like the intersection treatments or having the lights for cycling, that's definitely saying to cyclists that you're putting people's safety over level of service. Because when we see a design that's made to prioritize vehicular traffic versus, you know, pedestrian and cycling, we're still saying what -- our biggest concern and our biggest priority right now is just to maintain level of service versus people's safety.</p>	<ul style="list-style-type: none"> •The possibility of moving the parking lane out to create a parking-protected bike lane was explored. After critical review, this idea was not implemented to avoid cars parking at the bike lane as they are used to parking next to the curb. •Bicycle facility designations follow the City of El Paso Bike Plan. •This project follows National Association of City Transportation Officials (NACTO) design standards to promote the safety of both motor vehicle drivers and bicyclists. •Where existing, parking spaces will not be eliminated. This does not mean that bike lanes are intended for parking. Parking spaces and Bike lanes will not conflict, they are design as separated facilities. Existing enforcement exists by Municipal Code 12.44.020. •This project does not propose "Share the Road" signs, instead "May Use Full Lane" signs have been implemented. •Improvements for all signalized intersections will include green colorized intersection crossing markings, while non-signalized intersections will include dotted line extension crossings. •Timing for existing traffic signals follow American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards. Timing for existing traffic signals within the project limits will be evaluated.
COMMENTS SUBMITTED AT PUBLIC HEARING					
15	Ebrahim Vivar	2/5/2020	Received at Public Hearing	<p>After returning to El Paso, we were pleased to see our city act more like the city we moved from. Encouraging an active lifestyle by promoting bike paths & rightways. The infrastructure looks amazing. We pray these efforts continue for safer roads and lifesaving drive awareness. Some of the small sections become great alerts for drivers many drivers need to be reminder to remain alert even in non-bike path sections... so for this, I'd like to thank y'all.</p>	Comment Noted
16	Elizabeth Ramirez	2/5/2020	Received at Public Hearing	<p>In review of the proposed plan, I would like to ask the City Traffic Management Office consider developing information within the current Bicycle Connectivity Infrastructure Phase II CSJ No. 0924-06-543, plan, that illustrate how traffic lights (more specifically light cycles) will be adjusted, to account for, or account for bicyclist speeds – which may vary depending on rider abilities. Current light cycles account for vehicle-car/truck, speeds crossing traffic – not bicycles. Please consider making provisions to account for light cycle speeds – in my case, this matter resulted in a vehicle departing from full stop and hitting me as I crossed a 3 lane street when the light cycle to red. The need exist.</p>	<ul style="list-style-type: none"> • Timing for existing traffic signals follow American Association of State Highway and Transportation Officials (AASHTO) and Manual on Uniform Traffic Control Devices (MUTCD) standards. Timing for existing traffic signals within the project limits will be evaluated.
17	Elizabeth Ramirez	2/5/2020	Received at Public Hearing	<p>In reviewing City of El Paso Bicycle Connectivity Infrastructure project Phase II CSJ No. 0924-06-543, will city police receive refresh training in relation to cycles TRC guidance related to roadway changes in their respective areas and be afforded visibility regarding changes in the traffic management as they will pertain to these areas? Affording revenue/planning and consideration as the city implements this project is instrumental to its success, the safety of the cyclist and the drivers of El Paso.</p>	<ul style="list-style-type: none"> • Ongoing efforts to educate city staff are curretly in effect. Please see City of El Paso Bike Plan, under "Law Enforcement Training and Education" for more information. <p>https://www.elpasotexas.gov/~media/files/coep/capital-improvement/bike%20plan/081616%20epbp_plan_august%202016.ashx?la=en</p>

Bicycle Connectivity Infrastructure Project Phase II – February 5, 2020 – Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
18	Victor A. Ito	2/5/2020	Received at Public Hearing	<p>The City of El Paso is neglecting misrepresenting the existing conditions for a large portion (corner of Brown St., all the way to the area across from mountain view nursing home (before Medical Ctr. Dr.)) on our "Engineering" & "Street" Dept. Cross –section plans/drawings, you falsely indicate that there is a Sidewalk on the northern portion of Murchison Dr. FALSE. There exists no sidewalks on that side of Murchison! This is a huge Safety concern due to the fact that too many citizens need to go to the medical Offices & hospital facilities along this corridor. In addition, a corner park on Brown/Murchison, demands the need for Sidewalks First, & in a sense of urgency. In Dec 20, 2009, a pedestrian was killed by a car right there on ≈ 1325 Murchison.</p> <ul style="list-style-type: none"> • The street (Murchison) is curvy and slightly hilly. • Thus, visibility of street sight is limited. • Speed is a major factor; too challenging for enforcement by the city. • Prioritize the lives of residents by first addressing and constructing the necessary sidewalks. There is barely enough space or this (not bike lanes). • This is a high-traffic street... and the dangers/risks of having people get run over, will be a major factor. • Cars frequently have driven onto properties along Murchison. 	<ul style="list-style-type: none"> • Sidewalks along Murchison vary in dimension, the typical section presented at the Public Hearing depicted an specific area where sidewalk is present on both sides. Project plans with specific sidewalk and parkway dimensions were available at the hearing. • Improvements for this project will not reduce vehicular capacity, the number of vehicular lanes will remain the same. • Improvements for this project will not include modification to existing sidewalks.
UNOFFICIAL COMMENT					
X	Member of the public	2/5/2020	Received at Public Hearing	Right and what I meant by that is that they need to be modified to account for slow riders. Because levels are not the same. A fast rider can get across at 20 miles an hour and a slow rider's going to ride 10 -- 10 miles an hour.	**Comment was spoken out of standard protocol and was documented by court reporter. This comment was spoken out load from within the audience. Comment noted.

Attachment B
Public Hearing Certification



Public Hearing Certification

Project Name: City of El Paso Bicycle Connectivity Phase II

County Name: El Paso

Control Section Job Numbers (CSJ): 0924-06-543

Project Limits From: Lomaland Drive from Pellicano Drive to Trawood Drive.

Mosswood Street from Trawood Drive to Montwood Drive.

Murchison Drive from Brown Street to Arizona Avenue.

Magnolia Street from Murchison Drive to Arizona Avenue.

Arizona Avenue from Murchison Drive to Alabama Street.

Pellicano Drive from George Dieter Drive to Lomaland Drive.

Tierra Este Road from RC Poe road to Pebble Hills Boulevard.

Pendale Road from Yermoland Drive to North Loop Drive.

Project Limits To:

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on February 5, 2020 at Marty Robbins Recreation Center in El Paso, Texas.
 - B. The economic and social effects of the project location and design and its impacts on the environment have been considered.
 - C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
 - D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
 - E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.
- Select if assigned under NEPA Assignment MOU.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



Public Hearing Certification


TxDOT Representative Name

2/12/2020
Date

Attachment C

Notices

- Legal Notices
- Published in the *El Paso Times* on Tuesday, January 21, 2020
- Published in the *El Diario de El Paso* on Tuesday, January 21, 2020
- Mailed to Adjacent Property Owners on January 15, 2020
- Mailed to 93 Elected Officials on Friday, January 15, 2020

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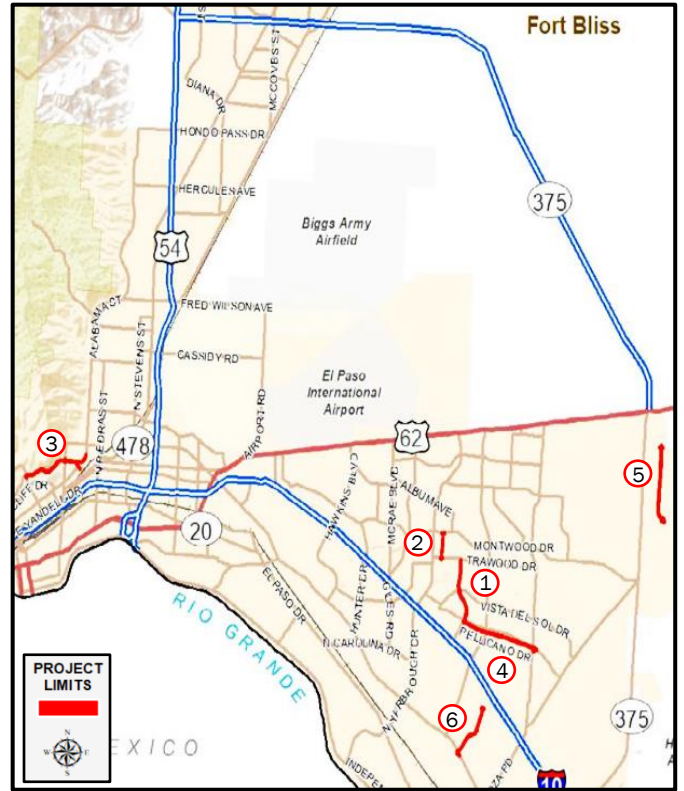
1. Public Notice
2. Newspaper Publication Tear Sheets
3. Elected Officials Notification Letters
4. Elected Officials Mailing List
5. Abutting Landowners Mailing List
6. City of El Paso - Capital Improvement Dept. web page Publication
7. TxDOT web page Publication
8. Capital Improvement Dept. Facebook web page Publication



PUBLIC HEARING NOTICE
Bicycle Connectivity Infrastructure Phase II
El Paso County, Texas
CSJ: 0924-06-543

The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

- 1. Lomaland Corridor**
 - Lomaland Drive from Pellicano Drive to Trawood Drive.
- 2. Mosswood Corridor**
 - Mosswood Street from Trawood Drive to Montwood Drive.
- 3. Murchison Corridor**
 - Murchison Drive from Brown Street to Arizona Avenue.
 - Magnolia Street from Murchison Drive to Arizona Avenue.
 - Arizona Avenue from Murchison Drive to Alabama Street.
- 4. Pellicano Corridor**
 - Pellicano Drive from George Dieter Drive to Lomaland Drive.
- 5. Tierra Este Corridor**
 - Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
- 6. Pendale Corridor**
 - Pendale Road from Yermoland Drive to North Loop Drive.



The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on **Wednesday, February 5, 2020** with an open house starting at **6 p.m.** and the formal presentation commencing at **7 p.m.** The hearing will be held at the **Marty Robbins Recreation Center** located at **11620 Vista Del Sol Dr., El Paso, TX 79936.**

The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have special communication or accommodation needs should contact the City of El Paso Public Information Office, Russel Williams at (915) 212-1079 at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 15 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: **Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901.** Comments may also be e-mailed to **CanoOA@elpasotexas.gov**. Comments must be postmarked on or before **Thursday February 20, 2020** to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project manager, at (915)212-1872.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT



AVISO DE AUDIENCIA PÚBLICA
Infraestructura de Conectividad Ciclista, Fase II
Condado de El Paso, Texas
CSJ: 0924-06-543

La ciudad de El Paso, en conjunto con el Departamento de Transporte de Texas, llevará a cabo una Audiencia Pública sobre las mejoras propuestas para vías ciclistas. La ciudad propone pintar franjas en la carretera existente para acomodar ciclovías con zona de amortiguamiento y bulevares para bicicletas en varias ubicaciones. Los límites de las mejoras incluirían:

1. Lomaland Corredor

- Lomaland Drive de Pellicano Drive hasta Trawood Drive.

2. Mosswood Corredor

- Mosswood Street de Trawood Drive hasta Montwood Drive.

3. Murchison Corredor

- Murchison Drive de Brown Street hasta Arizona Avenue.
- Magnolia Street de Murchison Drive hasta Arizona Avenue.
- Arizona Avenue de Murchison Drive hasta Alabama Street.

4. Pellicano Corredor

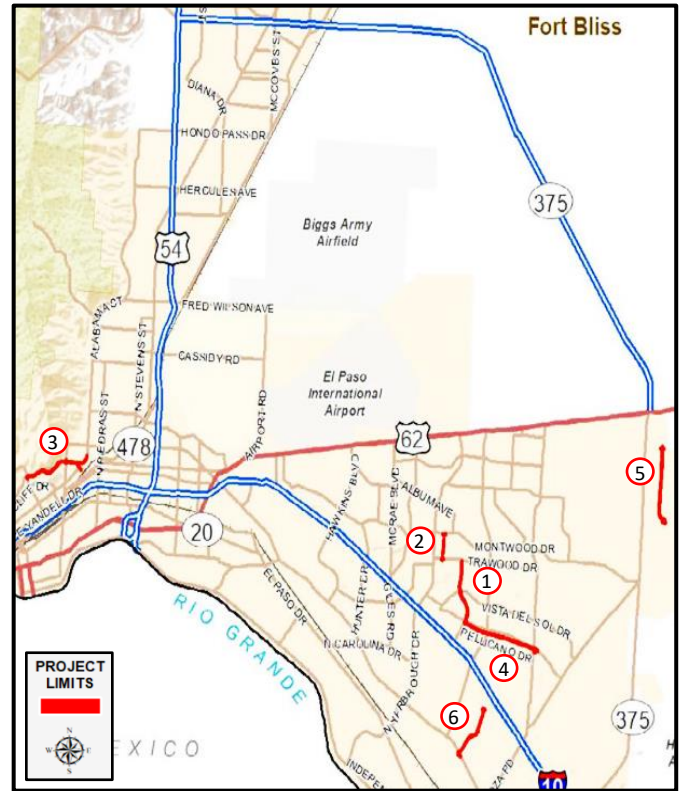
- Pellicano Drive de George Dieter Drive hasta Lomaland Drive.

5. Tierra Este Corredor

- Tierra Este Road de RC Poe road hasta Pebble Hills Boulevard.

6. Pendale Corredor

- Pendale Road de Yermoland Drive hasta North Loop Drive.



La distancia total del proyecto será de aproximadamente 7 millas y será construido dentro del derecho de vía (ROW, por sus siglas en inglés) existente. La Audiencia Pública tomará lugar el **miércoles, 5 de febrero de 2020** iniciando con un foro informal a las **6 p.m.** y una presentación formal iniciando a las **7 p.m.** La audiencia se llevará a cabo en el **Centro Recreativo Marty Robbins** ubicado en, **11620 Vista Del Sol Dr., El Paso, TX 79936.**

El propósito del proyecto propuesto es mejorar la movilidad de ciclistas en el área del proyecto. El proyecto no requiere derecho de vía adicional. El proyecto propuesto no impactará las aguas de Estados Unidos o llanuras de inundación.

El propósito de la audiencia es proveer información y recibir información del público. Las personas interesadas en atender la audiencia pública con dificultades de comunicación o que requieran acomodo especial deben comunicarse con la Oficina de Información Pública de la ciudad de El Paso, llamando a Russell Williams al (915) 212-1079 por lo menos dos días antes de la audiencia. Dado a que la audiencia pública será llevada a cabo en inglés, peticiones de interpretación o alguna otra necesidad especial de comunicación debe de hacerse por lo menos dos días antes de la audiencia. La Ciudad hará todo esfuerzo razonable para acomodar necesidades especiales.

Mapas del área de estudio, planos del proyecto, y documentos ambientales estarán disponibles para su revisión y comentarios durante la audiencia. El equipo de trabajo estará disponible para contestar preguntas. La misma información estará disponible 15 días antes de la audiencia en las oficinas del Departamento Capital Improvements, ubicado en el segundo piso del 218 N. Campbell Street, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m.

Comentarios verbales y por escrito son altamente recomendados. Los comentarios pueden ser entregados durante la audiencia pública o hasta 15 días posteriores a la audiencia. Los comentarios por escrito pueden ser enviados por correo postal a la siguiente dirección: **Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901.** Los comentarios también pueden ser enviados por correo electrónico a **CanoOA@elpasotexas.gov.** Los comentarios deben ser fechados antes del **jueves, 20 de febrero de 2020** para ser incluidos en el registro oficial de la audiencia pública. Si tiene preguntas o le gustaría discutir el proyecto en más detalle, por favor comuníquese con **Obed A. Cano** al **(915) 212-1872.**

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT conforme con la Ley 23 U.S.C. 327 y un Memorandum de Entendimiento publicado el 9 de diciembre del 2019, y realizado por la FHWA y el TxDOT.

Your Source
Public Notices
 for the latest...
 Legal Notices

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 Legal Notices

CITY OF EL PASO INVITATION TO BID- Sealed bids/proposals will be received by the City's Purchasing & Strategic Sourcing Department, 300 N. Campbell St. 1st Floor, El Paso, Texas until 2:00 P.M. on the date shown below. Bids will be publicly opened in City Council Chambers - 300 N. Campbell St., El Paso, Texas, for furnishing the City with the following. Any extensions or changes in due date for any RFP's/Bids will be posted on the City of El Paso's website which is: www.elpasotexas.gov/purchasing. Legal Notices: Bid NO. 2020-492 Description and Department- Armored Car Services - Mass Transit (Sun Metro). Bid Opening Date: 02/12/2020. This project is fully funded by: FTA Formula 5307 Grants. Bid NO. 2020-512R Description and Department Multi-User Flight Information Display System and Public Address System - El Paso International Airport. Non-Mandatory Pre-Bid/Pre-Proposal Conference: JWednesday, January 22, 2020 - 10:00 AM. Location: 6701 Convar Rd, El Paso, TX 79925 Board Room. Bid Opening Date: 02/12/2020. This project is fully funded by: Passenger Facility Charge & Airport Enterprise. Bid NO. 2020-597 Description and Department- Airport RTS - Capital Improvement. Non-Mandatory Pre- Bid/Pre-Proposal Conference: January 22, 2020 at 10:00 AM. Location: City 2 - 3rd Floor Small Conference Room 218 N. Campbell St, El Paso, TX 79901. Bid Opening Date: 02/12/2020. This project is fully funded by: 2011 Certificate of Obligations and FAA. Bid NO. 2020-659 Description and Department- Shelters Cleaning (Re-Bid)- Mass Transit (Sun Metro). Non-Mandatory Pre- Bid/Pre-Proposal Conference: January 22, 2020 @ 10:30 am. Location: Plaza Room at City 1 Building 300 N. Campbell St. El Paso, TX 79901. Bid Opening Date: 02/12/2020. This project is fully funded by: FTA Formula 5307 Grants. Detailed specifications of these bids/proposals are available on the City of El Paso website at www.elpasotexas.gov. The City of El Paso reserves the right to accept or reject any or all bids/proposals, to waive all technicalities, and to accept the bid or bids most beneficial to the City or applicant as applicable. The City of El Paso is an Equal-Opportunity-Employer. /s/Bruce D. Collins, CPPO- Purchasing Director, Purchasing & Strategic Sourcing Department. Jan 14 & 21, 2020 #4001172

CITY OF EL PASO INVITATION TO BID- Sealed bids/proposals will be received by the City's Purchasing & Strategic Sourcing Department, 300 N. Campbell St. 1st Floor, El Paso, Texas until 2:00 P.M. on the date shown below. Bids will be publicly opened in City Council Chambers - 300 N. Campbell St., El Paso, Texas, for furnishing the City with the following. Any extensions or changes in due date for any RFP's/Bids will be posted on the City of El Paso's website which is: www.elpasotexas.gov/purchasing. Legal Notices: Bid NO. 2020-599 Description and Department - Home Renovation - 1014 St. Vrain - Community & Human Development. Non-Mandatory Pre- Bid/Pre-Proposal Conference: Wednesday, January 22, 2020 at 10:00 a.m. Location: 1014 St Vrain El Paso, TX 79901. Bid Opening Date: 02/12/2020. This project is fully funded by: HOME Fund. Detailed specifications of these bids/proposals are available on the City of El Paso website at www.elpasotexas.gov. The City of El Paso reserves the right to accept or reject any or all bids/proposals, to waive all technicalities, and to accept the bid or bids most beneficial to the City or applicant as applicable. The City of El Paso is an Equal-Opportunity-Employer. /s/Bruce D. Collins, CPPO- Purchasing Director, Purchasing & Strategic Sourcing Department. Jan 14 & 21, 2020 #4001182

Notice of Solicitation for Proposals for Strategic Planning Consultative Services
 El Paso Community Action Program Project BRAVO, Inc., under contract with the Texas Department of Housing and Community Affairs, is currently accepting proposals from vendors who are experienced in providing strategic planning consultative services. The Request for Proposal (RFP) packet is available from January 20, 2020 to February 17, 2020. The deadline for submission of responses to the RFP is February 18, 2020 at 2:00 PM (MST). Proposals must be delivered per the instructions in the RFP by the deadline to be considered. If you are interested in an RFP packet, please submit a Letter of Interest including the designated contact information for your organization via email to Mona Manglona, Chief Program Officer at mmanglona@projectbravo.org. #3996960, El Paso Times, Jan 19-25, 2020

Harmony School of Science - El Paso - Low Voltage Package
 Harmony Education Foundation, dba Harmony School of Science - El Paso will receive competitive sealed proposals at the Harmony Public Schools Central Office at 9321 W Sam Houston Pkwy S, 1st floor, Houston, TX 77099 between Thursday February 13, 2020 8:30 am until the bid opening time Thursday February 13, 2020 at 2:00 pm for a Low Voltage Construction project in El Paso, TX. The project scope consists of providing and installing low voltage systems including but not limited to providing and installing data network and wireless system, structured cabling, voice network system, video surveillance system, audio visual system, access control system, intrusion alarm system and other systems related to Low Voltage as indicated in the project documents. The facility is currently under construction, the awarded low voltage contractor will be required to coordinate with the building contractor on completing the work per project specifications. The Pre Bid Meeting is scheduled 11:30 am on 1/29/2020 at Harmony Public Schools Central Office at 9321 W Sam Houston Pkwy S, 3rd floor, Houston, TX 77099. Attendance at the Pre-Bid Meeting is not mandatory, but all bidders are highly encouraged to attend. The construction documents, called "HEF - HSS El Paso - Low Voltage Package" will be available as of January 17th, 2020 and may be obtained by sending an email request to mmilanovic@harmonyed.org. For further information regarding the project, contact HEF Director of Facilities and Construction - Mehmed Milanovic at mmilanovic@harmonyed.org. The Owner reserves the right to reject any or all bids, to waive any informality in a bid, and to make awards in the best interest of the Owner. All proposals must be delivered by U.S. Postal mail, courier, or hand delivery to the Harmony Public Schools Central Office Secretary at the above address on or before the date and time set to receive proposals. 4008612, El Paso Times, Jan 18, 21, 2020

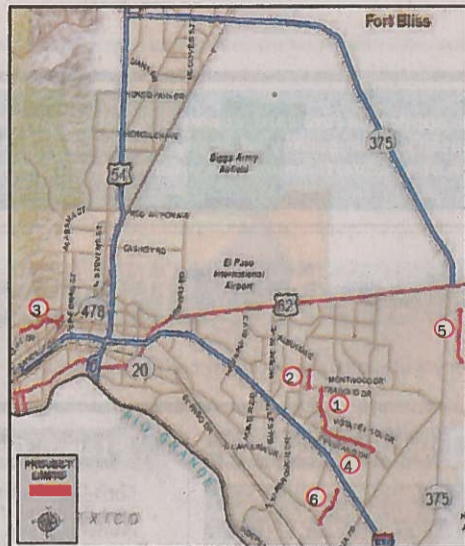
CITY OF EL PASO INVITATION TO BID- Sealed bids/proposals will be received by the City's Purchasing & Strategic Sourcing Department, 300 N. Campbell St. 1st Floor, El Paso, Texas until 2:00 P.M. on the date shown below. Bids will be publicly opened in City Council Chambers - 300 N. Campbell St., El Paso, Texas, for furnishing the City with the following. Any extensions or changes in due date for any RFP's/Bids will be posted on the City of El Paso's website which is: www.elpasotexas.gov/purchasing. Legal Notices: Bid NO. 2020-084R Description and Department - San Jacinto Cafe-Parks and Recreation. Non-Mandatory Pre- Bid/Pre-Proposal Conference: January 29, 2020 at 11:00 AM Location: Durango Room 300 N. Campbell El Paso, TX 79901. Bid Opening Date: 02/19/2020. This project is fully funded by: General Funds. Bid NO. 2020-460 Description and Department- City Wide Palm Tree and Street Maintenance - Streets and Maintenance Department. Non-Mandatory Pre- Bid/Pre-Proposal Conference: January 29, 2020 at 10:30 AM Location: Street & Maintenance, DWC Room 7968 San Paulo Dr. El Paso, Texas 79907. Bid Opening Date: 02/19/2020. This project is fully funded by: Environmental fee fund - Grounds Keeping Contracts. Bid NO. 2020-548R Description and Department- Vasectomy Services - Public Health. Non-Mandatory Pre-Bid/Pre-Proposal Conference: Wednesday, January 29, 2020 at 10:00 AM Location: City Hall- River Room 300 N. Campbell El Paso, TX 79901. Bid Opening Date: 02/19/2020. This project is fully funded by: General. Bid NO. 2020-586 Description and Department- Low Avenue Reconstruction - Capital Improvement. Non-Mandatory Pre-Bid/Pre-Proposal Conference: January 29, 2020 at 10:30 AM Location: City 2 3rd Floor Large Conference Room 218 N. Campbell El Paso, TX 79901. Bid Opening Date: 02/19/2020. This project is fully funded by: FTA Formula 5307 Grants. Detailed specifications of these bids/proposals are available on the City of El Paso website at www.elpasotexas.gov. The City of El Paso reserves the right to accept or reject any or all bids/proposals, to waive all technicalities, and to accept the bid or bids most beneficial to the City or applicant as applicable. The City of El Paso is an Equal-Opportunity-Employer. /s/ Bruce D. Collins, CPPO- Purchasing Director, Purchasing & Strategic Sourcing Department. JAN. 21 & 28, 2020. #4011059, El Paso Times, Jan 21, 28, 2020

Legal Notices



PUBLIC HEARING NOTICE
 Bicycle Connectivity Infrastructure Phase II
 El Paso County, Texas
 CSJ: 0924-06-543

The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:



- 1. Lomaland Corridor**
 - Lomaland Drive from Pellicano Drive to Trawood Drive.
- 2. Mosswood Corridor**
 - Mosswood Street from Trawood Drive to Montwood Drive.
- 3. Murchison Corridor**
 - Murchison Drive from Brown Street to Arizona Avenue.
 - Magnolia Street from Murchison Drive to Arizona Avenue.
 - Arizona Avenue from Murchison Drive to Alabama Street.
- 4. Pellicano Corridor**
 - Pellicano Drive from George Dieter Drive to Lomaland Drive.
- 5. Tierra Este Corridor**
 - Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
- 6. Pendale Corridor**
 - Pendale Road from Yermoland Drive to North Loop Drive.

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on **Wednesday, February 5, 2020** with an open house starting at **6 p.m.** and the formal presentation commencing at **7 p.m.** The hearing will be held at the **Marty Robbins Recreation Center** located at **11620 Vista Del Sol Dr., El Paso, TX 79936**.

The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have special communication or accommodation needs should contact the City of El Paso Public Information Office, Russel Williams at (915) 212-1079 at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 15 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: Capital Improvement Department, Attn: **Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901**. Comments may also be e-mailed to CanoOA@elpasotexas.gov. Comments must be postmarked on or before **Thursday February 20, 2020** to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project manager, at (915)212-1872.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT

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- appliances
- cameras
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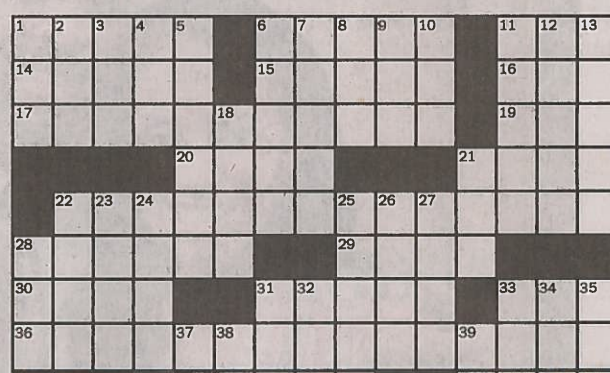
**Place your
 classified
 ad today.**

the job network
jobs.usatoday.com

The New York Times
Crossword

Edited by Will Shortz No. 1217

- ACROSS**
- 1 Boardroom easel display
 - 6 Spanish beach
 - 11 Sack
 - 14 Film character about whom Tyler Perry said "I just don't want to be her age playing her"
 - 15 Used a dinghy thingy
 - 30 Appearance of a comet, maybe
 - 31 Horse and buggy users
 - 33 Caution in a school zone
 - 36 R_od_ Isl_n_ Red
 - 40 Really binges (on)
 - 41 Express viewpoints
 - 42 Build up
 - 43 "Smart" bov's
 - 64 Detectives, for short
 - 65 Books, informally
 - 66 Pedicurist's board
- DOWN**
- 1 Modern food concern, for short
 - 2 Totally cool
 - 3 "Without further ..."
 - 4 The "p" in m.p.g.
 - 5 Divides evenly



AFFIDAVIT OF PUBLICATION

Ad No.
GCI0347040

CITY OF EL PASO, CITY CLERK DEPT
300 N CAMPBELL 1ST FLOOR
EL PASO, TX 79901

I, being duly sworn say: EL PASO TIMES, a daily newspaper of general circulation published in the City and County El Paso, State of Texas, which is a newspaper of general circulation and which has been continuously and regularly published for the period of not less than one year in the said County of El Paso, and that he/she was upon the dates herein mentioned in the EL PASO TIMES.


That the LEGAL copy was published in the EL PASO TIMES and online for the date(s) of such follows 1 DAY(s) to wit

January 21, 2020



Legal Clerk

Subscribed and sworn before me this
21st of January 2020.



State of WI, County of Brown
NOTARY PUBLIC

9-19-21

My Commission Expires



El Censo comienza en Alaska; esto es lo que tiene que saber

El recuento puede traer muchas dudas, pero también soluciones

lección sobre estadísticas. Se planea un alcance adicional durante todo el fin de semana.

¿Por qué el Censo 2020 comienza en Alaska?

Associated Press

Alaska— El Censo 2020 comienza el martes en la remota Alaska. El director de la Oficina del Censo de los Estados Unidos, Steven Dillingham, estará allí para llevar a cabo el primer recuento en la comunidad de Toksook Bay en el mar de Bering. Dillingham planeaba pasar tiempo el viernes en la Alaska Native Cultural Charter School en Anchorage, dando a los estudiantes una

Con su escasa población y temperatura bajo cero, Alaska rural puede ser difícil de alcanzar, y algunas de sus aldeas son accesibles solo cuando el suelo está congelado. Entonces, la Oficina del Censo comienza el conteo en el estado de The Last Frontier yendo de puerta en puerta en enero, más de dos meses antes que el resto de la nación, para asegurarse de que llegue a las aldeas antes del deshielo de primavera, cuando los residentes salen a pescar y cazar. La herencia del



ALASKA RURAL puede ser difícil de alcanzar, por lo tanto se le dio prioridad

"El mejor show de los Beatles in el mundo"
- LA Times

The Fab Four

El Tributo Perfecto

23 DE ENERO, 2020
7:30 PM • PLAZA THEATRE

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estado se exhibe tradicionalmente durante estos primeros recuentos. En 2000, el entonces director de la Oficina del Censo de EU, Kenneth Previtt, llegó por primera vez al pueblo de Unalakleet como pasajero en un trineo de perros. "Nuestros encuestadores del censo utilizarán aviones pequeños, como lo estaré en un par de días, o motos de nieve, de lo que no estoy seguro. Pero tal vez eso sea lo que haré también", dijo Dillingham a los líderes estatales y nativos de Alaska, durante una aparición el viernes en el Alaska Native Heritage Center en Anchorage. Este año, bailarines nativos de Alaska de Toksook Bay actuarán para Dillingham.

¿Cuándo comienza en otro lugar?

Los residentes en el resto de la EU, así como en el resto de Alaska, pueden comenzar a responder en

línea y por teléfono a mediados de marzo. La Oficina del Censo planea enviar una primera ronda de avisos explicando cómo participar durante la semana de marzo. Enviará hasta cuatro rondas más de correspondencia, incluido un cuestionario en papel, en marzo y abril a los hogares que no hayan respondido.

¿Alguien llegará a mi puerta?

Solo si no responde en línea, por correo o por teléfono. Este es el primer censo en el que la Oficina del Censo alienta a la mayoría de las personas a responder las preguntas a través de Internet. Alrededor de las tres cuartas partes de los hogares recibirán inicialmente invitaciones para responder el cuestionario en línea. Sin embargo, la Oficina del Censo se da cuenta de que algunas comunidades no tienen fácil acceso a Internet, y aproximadamente una cuarta parte de los hogares inicialmente recibirán cuestionarios en papel que pueden enviarse por correo. Para mayo, la Oficina del Censo enviará trabajadores para llamar a las puertas de los hogares de los que no ha tenido noticias.

Esto se utiliza para determinar en qué se gastará el presupuesto

¿Cuáles son las preguntas?

El formulario pregunta cuántas personas viven en el hogar a partir del 1 de abril, si la casa es propiedad o está alquilada, y la edad, raza y sexo de quien llena la encuesta. También pregunta si quien completa los formularios es latino y, de ser así, su país de origen. En la pregunta sobre la raza, el formulario también puede especificar el país de origen. Todos los demás residentes del hogar deben responder, o tener la primera respuesta de formulario para ellos, las mismas preguntas sobre edad, sexo y raza. Deben especificar su relación con quien completa los formularios y si viven en otro lugar, como en la uni-

versidad. Por primera vez, las parejas del mismo sexo podrán identificarse como tales, ya sea como cónyuges o parejas solteras.

¿Hay una pregunta de ciudadanía?

No. La administración Trump intentó agregar la pregunta, pero la Corte Suprema de los Estados Unidos la bloqueó.

¿Quién se cuenta?

Todas las personas que residen en los Estados Unidos y los cinco territorios estadounidenses, incluidos los no ciudadanos y los inmigrantes que viven en el país ilegalmente. También se incluye personal militar desplegado temporalmente en el extranjero, que se cuenta en sus domicilios en los Estados Unidos. "Nuestro objetivo es contar a todos una vez, solo una vez y contarlos en el lugar correcto", dijo Dillingham.

¿Se compartirá mi información?

No. Según la ley federal, todas las respuestas se mantienen completamente confidenciales y solo se pueden usar para producir estadísticas.

¿Por qué debo preocuparme por el Censo?

Porque se usa para determinar quién es su representante en el Congreso, dónde pueden construir nuevos negocios, qué tan atestadas estarán sus escuelas locales durante la próxima década y si las carreteras de su comunidad obtienen dinero para reparaciones. Los resultados del censo de 2020 ayudan a determinar la distribución de \$1.5 billones en gastos federales, así como la cantidad de empleos en el Congreso que obtiene cada estado.

AVISO DE AUDIENCIA PÚBLICA
Infraestructura de Conectividad Ciclista, Fase II
Condado de El Paso, Texas
CSJ: 0924-06-543

La ciudad de El Paso, en conjunto con el Departamento de Transporte de Texas, llevará a cabo una Audiencia Pública sobre las mejoras propuestas para vías ciclistas. La ciudad propone pintar franjas en la carretera existente para acomodar ciclovías con zona de amortiguamiento y bulevares para bicicletas en varias ubicaciones. Los límites de las mejoras incluirían:

- 1. Lomaland Corredor**
•Lomaland Drive de Pellicano Drive hasta Trawood Drive.
- 2. Mosswood Corredor**
•Mosswood Street de Trawood Drive hasta Montwood Drive.
- 3. Murchison Corredor**
•Murchison Drive de Brown Street hasta Arizona Avenue.
•Magnolia Street de Murchison Drive hasta Arizona Avenue.
•Arizona Avenue de Murchison Drive hasta Alabama Street.
- 4. Pellicano Corredor**
•Pellicano Drive de George Dieter Drive hasta Lomaland Drive.
- 5. Tierra Este Corredor**
•Tierra Este Road de RC Poe road hasta Pebble Hills Boulevard.
- 6. Pendale Corredor**
•Pendale Road de Yermoland Drive hasta North Loop Drive.

La distancia total del proyecto será de aproximadamente 7 millas y será construido dentro del derecho de vía (ROW, por sus siglas en inglés) existente. La Audiencia Pública tomará lugar el miércoles, 5 de febrero de 2020 iniciando con un foro informal a las 6 p.m. y una presentación formal iniciando a las 7 p.m. La audiencia se llevará a cabo en el Centro Recreativo Marty Robbins ubicado en, 11620 Vista Del Sol Dr., El Paso, TX 79936.

El propósito del proyecto propuesto es mejorar la movilidad de ciclistas en el área del proyecto. El proyecto no requiere derecho de vía adicional. El proyecto propuesto no impactará las aguas de Estados Unidos o llanuras de inundación.

El propósito de la audiencia es proveer información y recibir información del público. Las personas interesadas en atender la audiencia pública con dificultades de comunicación o que requieran acomodo especial deben comunicarse con la Oficina de Información Pública de la ciudad de El Paso, llamando a Russell Williams al (915) 212-1079 por lo menos dos días antes de la audiencia. Dado a que la audiencia pública será llevada a cabo en inglés, peticiones de interpretación o alguna otra necesidad especial de comunicación debe de hacerse por lo menos dos días antes de la audiencia. La Ciudad hará todo esfuerzo razonable para acomodar necesidades especiales.

Mapas del área de estudio, planos del proyecto, y documentos ambientales estarán disponibles para su revisión y comentarios durante la audiencia. El equipo de trabajo estará disponible para contestar preguntas. La misma información estará disponible 15 días antes de la audiencia en las oficinas del Departamento Capital Improvements, ubicado en el segundo piso del 218 N. Campbell Street, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m.

Comentarios verbales y por escrito son altamente recomendados. Los comentarios pueden ser entregados durante la audiencia pública o hasta 15 días posteriores a la audiencia. Los comentarios por escrito pueden ser enviados por correo postal a la siguiente dirección: Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901. Los comentarios también pueden ser enviados por correo electrónico a CanoOA@elpasotexas.gov. Los comentarios deben ser fechados antes del jueves, 20 de febrero de 2020 para ser incluidos en el registro oficial de la audiencia pública. Si tiene preguntas o le gustaría discutir el proyecto en más detalle, por favor comuníquese con Obed A. Cano al (915) 212-1872.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT conforme con la Ley 23 U.S.C. 327 y un Memorandum de Entendimiento publicado el 9 de diciembre del 2019, y realizado por la FHWA y el TxDOT.

Las nuevas normas de EU disminuyen cruces en frontera

La migración ilegal ha ido a la baja desde que los expatriados no esperan en Estados Unidos sino en México

Associated Press

Arizona— Adolfo Cárdenas ofrece una tenue sonrisa al recordar el recorrido que realizó con su hijo de 14 años desde Honduras hasta la frontera estadounidense en solo nueve días, por autobús y luego con la ayuda de un coyote a quien le pagaron 6 mil dólares para enseñarles a evadir los controles viales.

Caminaron unos 10 minutos por el sofocante calor de Arizona en junio antes de entregarse a agentes fronterizos. Pero en vez de ser dejados en libertad con un citatorio para acudir a una cita en los tribunales de inmigración en Dallas, donde Cárdenas espera poder vivir con su primo, fueron llevados en autobús a Mexicali, del lado mexicano de la frontera.

"Fue una sorpresa. No me imaginé que eso iba a pasar", comentó Cárdenas, de 39 años, mientras esperaba en el albergue de migrantes en Mexicali para su quinta comparecencia en los tribunales que será en San Diego el 24 de enero.

Los cruces ilegales de la frontera estadounidense han disminuido pronunciadamente desde que el gobierno de Donald Trump implementó una política según la cual los solicitantes de asilo deben esperar en México hasta que resuelvan sus casos. La disminución más notada ha sido en el oeste de Arizona, una vasta planicie irrigada por agua del río Colorado que permite el cultivo de melones, trigo, dátiles y limones.

Ahora las autoridades cancelaron los viajes en autobús

El número de migrantes detenidos en el sector Yuma, en Arizona, fue de casi 14 mil en mayo cuando se comenzó a implementar la nueva política. Para octubre había disminuido en 94% a menos de 800 y no ha variado desde entonces, con lo que Yuma es el segundo punto de cruce más tranquilo de los nueve supervisados por la agencia fronteriza, debajo del sector Big Bend en Texas.

Ya antes los cruces ilegales en el oeste de Arizona habían sufrido abruptos altibajos, y hay diversas razones para explicar la reciente disminución. Pero Anthony Porvaznik, comandante del sector Yuma de la Patrulla Fronteriza, asevera, en base a entrevistas de los agentes con los migrantes, que en gran parte se debe al llamado Protocolo de Protección Migratoria.

"Toda su meta era ser dejados sueltos dentro de Estados Unidos. Una vez que eso se descartó como posibilidad, cuando ya no podían ser soltados dentro de Estados Unidos, ello realmente hizo disminuir el tráfico que pasaba por aquí", manifestó Porvaznik.

En el vecino sector Tucson, el número de arrestos aumentó mensualmente de agosto hasta diciembre, contrariando la tendencia generalizada y convirtiéndolo en el segundo punto de cruce más transitado, debajo del Valle del Río Bravo en Texas. Porvaznik atribuye esa tendencia disímil a la ausencia de la nueva política allí hasta hace tres meses.

A fines de noviembre, el gobierno estadounidense empezó a trasladar en autobús a los solicitantes de asilo desde Tucson a El Paso, Texas, para sus citas judiciales, y allí los dejaba en manos de las autoridades mexicanas. Este mes, las autoridades cancelaron los viajes por autobús, llevando a los migrantes a México cerca de Tucson y dejando que se las arreglen para volver a El Paso.

ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF EL PASO §

Before me, the undersigned authority, on this day personally appeared

Ivonne Rodriguez

(name of newspaper or publication representative)

, who being by me duly sworn,

deposes and says that (s)he is the

Marketing and Sales

(title of newspaper or publication representative)

of the

El Diario de El Paso

(name of newspaper or publication)

; that said newspaper or publication is generally

circulated in

El Paso, Texas

(municipally or same county as the location of the facility or the proposed facility)

; that the attached tear sheets

were published in said newspaper or publication on the following date(s):

January 21st., 2020.

CITY OF EL PASO- CAPITAL IMPROVEMENT

Ivonne Rodriguez

(Newspaper or publication representative's signature)

Subscribed and sworn to before me this the 21 day of January, 2020.

to certify which witness my hand and seal of office.

Notary Public in and for the State
of Texas
(Seal)



Paola N Higareda-Salas
Print or Type Name of Notary Public

01/10/2023

My Commission Expires



January 14, 2020

The Honorable Dee Margo
Mayor, City of El Paso
300 N. Campbell St.
El Paso, TX 79901

City of El Paso
Bicycle Connectivity Infrastructure Phase II Project
CSJ: 0924-06-543
County: El Paso

RE: Public Hearing for Proposed Bicycle Connectivity Infrastructure Phase II Project

Dear Mayor Dee Margo,

The City of El Paso will be conducting a public hearing to present proposed bicycle enhancements to the following locations:

Lomaland Corridor

- Lomaland Drive from Pellicano Drive to Trawood Drive.

Mosswood Corridor

- Mosswood Street from Trawood Drive to Montwood Drive.

Murchison Corridor

- Murchison Drive from Brown Street to Arizona Avenue.
- Magnolia Street from Murchison Drive to Arizona Avenue.
- Arizona Avenue from Murchison Drive to Alabama Street.

Pellicano Corridor

- Pellicano Drive from George Dieter Drive to Lomaland Drive.

Tierra Este Corridor

- Tierra Este Road from RC Poe road to Pebble Hills Boulevard.

Pendale Corridor

- Pendale Road from Yermoland Drive to North Loop Drive.

You are cordially invited to attend the public hearing on **Wednesday, February 5, 2020** at the **Marty Robbins Recreation Center** located at **11620 Vista Del Sol Dr., El Paso, TX 79936**. Displays will be available for viewing at **6 p.m.** with the formal presentation commencing at **7 p.m.**

The purpose of the proposed project is to improve bicyclist mobility in the project area. No additional right-of-way would be needed for the proposed project. No residential or commercial displacements would occur.

We invite you or a representative from your office to attend the public hearing. The enclosed **Public Hearing Notice** will be published in the El Paso Times and El Diario de El Paso on Tuesday, January 21, 2020 and will be mailed to abutting landowners within the project limits.

If you have any questions, please feel free to contact Obed A. Cano, Project Manager, at (915) 212-1872.

Sincerely,

Yvette Hernandez, P.E.
City of El Paso C.I.D. Grant Funded Programs Director

Elected Officials Mailing List

GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE	TELEPHONE
The Honorable	Mayor	Dee	Margo	Mayor		City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0021
The Honorable	Representative	Peter	Svarzbein	City Representative	District 1	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0001
The Honorable	Representative	Alexsandra	Annello	City Representative	District 2	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0002
The Honorable	Representative	Cassandra	Hernandez	City Representative	District 3	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0003
The Honorable	Representative	Sam	Morgan	City Representative	District 4	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0004
The Honorable	Representative	Isabel	Salcido	City Representative	District 5	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0005
The Honorable	Representative	Claudia	Ordaz Perez	City Representative	District 6	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0006
The Honorable	Representative	Henry	Rivera	City Representative	District 7	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0007
The Honorable	Representative	Cissy	Lizarraga	City Representative	District 8	City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0008
Mr.	Mr.	Jay	Banasiak	Mass Transit Department Director		City of El Paso	10151 Montana	El Paso	TX	79925	(915) 212-3333
Mr.	City Manager	Tommy	Gonzalez	City Manager		City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0023
Ms.	Ms.	Laura	Cruz-Acosta	Strategic Communications Director		City of El Paso	300 N. Campbell St.	El Paso	TX	79901	(915) 212-0023
Mr.	Mr.	Richard	Bristol	Director, Streets & Maintenance		City of El Paso	7968 San Paulo Drive	El Paso	TX	79907	(915) 212-0118
The Honorable	Commissioner	Carlos	Leon	County Commissioner	Precinct No.1	El Paso County	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901	(915) 546-2014
The Honorable	Commissioner	David	Stout	County Commissioner	Precinct No.2	El Paso County	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901	(915) 546-2111
The Honorable	Commissioner	Vincent	Perez	County Commissioner	Precinct No.3	El Paso County	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901	(915) 546-2144
The Honorable	Commissioner	Carl L.	Robinson	County Commissioner	Precinct No.4	El Paso County	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901	(915) 546-2044
Ms.	Ms.	Patricia D.	Adauto	Public Works Director		El Paso County	800 E. Overland, Ste. 200	El Paso	TX	79901	(915) 546-2015 x3023
Mr.	Mr.	Sal	Alonzo	Civil Engineer for Public Works		El Paso County	800 E. Overland, Ste. 200	El Paso	TX	79901	(915) 546-2015
Ms.	Ms.	Betsy C.	Keller	Chief Administrator		El Paso County	500 E. San Antonio Ave., Room 302	El Paso	TX	79901	(915) 546-2215
The Honorable	Judge	Ricardo A.	Samaniego	County Judge		Judge of El Paso County	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901	(915) 546-2098
Sheriff	Sheriff	Richard D.	Wiles	Sheriff		Sheriff's Department	3850 Justice Dr.	El Paso	TX	79938	(915) 538-2292
Dr.	Superintendent	José	Espinoza	Superintendent		Socorro Independent School Dis	12440 Rojas Dr.	El Paso	TX	79928	(915) 937-0000
Superintendent	Superintendent	Juan	Cabrera	Superintendent		El Paso Independent School Dis	6531 Boeing Dr., Bldg. A	El Paso	TX	79925	(915) 230-2577
Dr.	Superintendent	Xavier	De La Torre	Superintendent		Ysleta Independent School Distr	9600 Sims Dr.	El Paso	TX	79925	(915) 434-0032
Dr.	President	Heather	Wilson	President		University of Texas-El Paso	500 W. University Avenue	El Paso	TX	79968	(915) 747-5555
Dr.	President	William	Serrata	President		El Paso Community College	9050 Viscount Blvd., Rm A131	El Paso	TX	79925	(915) 831-6511
The Honorable	Governor	Michael	Silvas	Governor		Ysleta del Sur Pueblo	117 S. Old Pueblo Rd.	El Paso	TX	79907	(915) 859-8053
The Honorable	Lt. Governor	Adam	Torrez	Lt. Governor		Ysleta del Sur Pueblo	117 S. Old Pueblo Rd.	El Paso	TX	79907	(915) 859-8053
The Honorable	Representative	César	Blanco	Representative	District 76	Texas House of Representatives	9440 Viscount, Suite 205	El Paso	TX	79925	(915) 599-9807
The Honorable	Representative	Lina	Ortega	Representative	District 77	Texas House of Representatives	310 N. Mesa, Suite 424	El Paso	TX	79901	(915) 351-4031
The Honorable	Representative	Joe	Moody	Representative	District 78	Texas House of Representatives	5675 Woodrow Bean, Ste. 12	El Paso	TX	79924	(915) 751-2700
The Honorable	Representative	Art	Fierro	Representative	District 79	Texas House of Representatives	1790 Lee Trevino Dr., Ste. 307	El Paso	TX	79936	(915) 590-4349
The Honorable	Senator	Jose	Rodriguez	Senator	District 29	Texas State Senate	100 N. Ochoa, Suite A	El Paso	TX	79901	(915) 351-3500
The Honorable	Congresswoman	Veronica	Escobar	Congresswoman	District 16	United States House of Represe	221 N. Kansas St., Suite 1500	El Paso	TX	79901	(915) 541-1400
The Honorable	Senator	John	Cornyn	Senator		United States Senate	1500 Broadway, Ste. 1230	Lubbock	TX	79401	(806) 472-7533
The Honorable	Senator	Ted	Cruz	Senator		United States Senate	300 E. 8th St., Ste. 961	Austin	TX	78701	(512) 916-5834

Abutting Landowners Mailing List

OWNER	OWN_STREET	OWN_CITY	ADDR_ZIP	OWN_STATE
LAKE FAIRWAY APARTMENTS PHASE	3145 CIRCA DE TIERRA	ENCINITAS	92024-6906	CA
JOHN N. NAVIDOMSKIS	10016 FENWAY DR	EL PASO	79925-6826	TX
REYES JUAN A & SILVIA E	11412 TOM ULOZAS DR	EL PASO	79936-5407	TX
PORRAS FRANCISCO R & BETANCOURT YTSSEL	1811 VILLA SANTOS CIR	EL PASO	79935-3507	TX
VALDES LUIS A	1813 VILLA SANTOS CIR	EL PASO	79935-3507	TX
MORALES OSCAR & MARY	1815 VILLA SANTOS CIR	EL PASO	79935-3507	TX
JADETREE PARTNERSHIP	1852 DALE DOUGLAS DR STE B	EL PASO	79936-4251	TX
JADETREE PARTNERSHIP	1852 DALE DOUGLAS DR STE B	EL PASO	79936-4251	TX
HOLGUIN JUAN J & ALICIA R	307 KITT RD	EL PASO	79915-3352	TX
WANG CHANG S & QIANG MA	6561 BEAR CAT RIDGE DR	EL PASO	79912-8161	TX
ZIJM INVESTMENTS LLC	6200 NW 2ND ST	OKLAHOMA CITY	73127-6520	OK
ISSE PROPERTIES LLC SERIES A	1017 MONTANA AVE	EL PASO	79902-5411	TX
AGUIRRE FRANCISCO	2100 TRAWOOD DR	EL PASO	79935-3301	TX
ARELLANO JAVIER	12032 MICHELANGELO DR	EL PASO	79936-7122	TX
JORDAN JAIME F & CESAR R & 1	8584 TIGRIS DR	EL PASO	79907-2753	TX
KALAUAKINI HECTOR A	2385 TIERRA SOL RD	EL PASO	79938-4430	TX
ANCHONDO GABRIEL & ELGA D C	2398 TIERRA SERENA RD	EL PASO	79938-4431	TX
RIVERA MARIO A & HUERTA OLGA O	2399 TIERRA SERENA RD	EL PASO	79938-4431	TX
GOMEZ JORGE L JR	12364 TIERRA PLATA DR	EL PASO	79938-4801	TX
VILLADO JOSE A & ELSA I	3500 TIERRA PLATA DR	EL PASO	79938-4800	TX
GRIJALVA GILBERTO A & GILBERTO SR & NORA	3504 TIERRA PLATA DR	EL PASO	79938-4800	TX
TORRES LUZ (LE) & AHAMAD GABRIELA	3508 TIERRA PLATA DR	EL PASO	79938-4800	TX
GARCIA DIANA M	3512 TIERRA PLATA DR	EL PASO	79938-4800	TX
GUTIERREZ WENDY	3516 TIERRA PLATA DR	EL PASO	79938-4800	TX
HERNANDEZ JOSE A & ELVIA A	3204 TIERRA NUEZ PL	EL PASO	79938-4507	TX
GARCIA GUILLERMO C & MARIA G	3208 TIERRA NUEZ PL	EL PASO	79938-4507	TX
MUNOZ TOMAS M	3212 TIERRA NUEZ PL	EL PASO	79938-4507	TX
GARCIA LORENZO	3216 TIERRA NUEZ PL	EL PASO	79938-4507	TX
RAMOS ANTOINETTE C	12400 TIERRA NOGAL DR	EL PASO	79938-4449	TX
TIRADO LUIS A	12401 TIERRA NOGAL DR	EL PASO	79938-4449	TX
SANCHEZ FABIAN	11436 LAKE TANA DR	EL PASO	79936-3903	TX
LOZANO NOE S & CALOCA JOHANNA	12372 TIERRA MADRE RD	EL PASO	79938-4468	TX
MARTINEZ VICTOR & PETRA	12401 TIERRA MADRE RD	EL PASO	79938-4425	TX
SHIRLEY SAMANTHA	12352 TIERRA LIMPIA DR	EL PASO	79938-4501	TX
BACKER FLOR	12357 TIERRA LIMPIA DR	EL PASO	79938-4501	TX
RUIZ CARLOS M	12400 TIERRA LIMON DR	EL PASO	79938-4515	TX
ACOSTA DANIEL & CORINA	12401 TIERRA LIMON DR	EL PASO	79938-4515	TX
MINJAREZ FELIX H JR	12349 TIERRA LAUREL DR	EL PASO	79938-4502	TX
ORTIZ MARIA DE J	12380 TIERRA INCA DR	EL PASO	79938-4810	TX
POLLARD TEDDY B & KRISTY M	12381 TIERRA INCA DR	EL PASO	79938-4810	TX
SOTO REGINALDO	12400 TIERRA INCA DR	EL PASO	79938-4812	TX
SOCORRO INDEPENDENT SCHOOL DIST	12300 EASTLAKE BLVD	EL PASO	79928-5400	TX
SOCORRO INDEPENDENT SCHOOL DIST	12300 EASTLAKE BLVD	EL PASO	79928-5400	TX
TDEU9 LP	2111 MONTANA AVE	EL PASO	79903-3510	TX
EL PASO-TIERRA EAST INVESTORS LLC	6701 N MESA ST	EL PASO	79912-4403	TX
HALL MICHAEL D	12400 TIERRA ENCINO DR	EL PASO	79938-4524	TX
ROSALES JOSE L	12401 TIERRA ENCINO DR	EL PASO	79938-4524	TX
MIRANDA GERARDO & PRISCILLA	12400 TIERRA DULCE DR	EL PASO	79938-4428	TX
VENEGAS HECTOR	12404 TIERRA DULCE DR	EL PASO	79938-4428	TX
RAMIREZ SARA A & DIANA E	12408 TIERRA DULCE DR	EL PASO	79938-4428	TX
NUNEZ MICHAEL	12412 TIERRA DULCE DR	EL PASO	79938-4428	TX
ESTRADA IVONNE & ALBERTO JR	12416 TIERRA DULCE DR	EL PASO	79938-4428	TX
MILAN DIVA E	12424 TIERRA DULCE DR	EL PASO	79938-4428	TX
CHACON ISAC JR & LINDA LI-YING	12428 TIERRA DULCE DR	EL PASO	79938-4428	TX
GONZALEZ ALMA A	12432 TIERRA DULCE DR	EL PASO	79938-4428	TX
RAMIREZ HUMBERTO & SONIA	12436 TIERRA DULCE DR	EL PASO	79938-4428	TX
ORTIZ MARIA L	12440 TIERRA DULCE DR	EL PASO	79938-4428	TX
RAMOS LUIS A & LINDA	12444 TIERRA DULCE DR	EL PASO	79938-4428	TX
CEPEDA JOSE I JR	12448 TIERRA DULCE DR	EL PASO	79938-4428	TX
SEANEZ JULIO R & TANIA A	9908 HONOLULU DR	EL PASO	79925-6044	TX
CONTRERAS RICHARD & MARIA DEL CARMEN	12400 TIERRA CIPRES DR	EL PASO	79938-4529	TX
AMAYA ALBERT & JUDY	12404 TIERRA CIPRES DR	EL PASO	79938-4529	TX
VENEGAS PABLO & MARGARITA	12405 TIERRA CIPRES DR	EL PASO	79938-4529	TX
SANCHEZ VIVIAN M	2308 TIERRA CHICA WAY	EL PASO	79938-4429	TX
REYES RICARDO JR & 2	2312 TIERRA CHICA WAY	EL PASO	79938-4429	TX
UNKNOWN OWNER	2316 TIERRA CHICA WAY	EL PASO	79938-4429	TX
PINEDA JOSE E V & MARIA L F	2320 TIERRA CHICA WAY	EL PASO	79938-4429	TX
JEFFREY CHARLES E II & SYLVIA	12400 TIERRA CEBADA DR	EL PASO	79938-4741	TX
CARRASCO EVA	12368 TIERRA BUENA DR	EL PASO	79938-4465	TX
GRANICKI MARC S & DELIA	12664 TIERRA ALZADA DR	EL PASO	79938-4734	TX
MELENDEZ RAMON & ROSA E	12365 TIERRA BELLA DR	EL PASO	79938-4462	TX
TERRAZAS CARLOS	12400 TIERRA BELLA DR	EL PASO	79938-4419	TX
FIERRO MANUEL	12401 TIERRA BELLA DR	EL PASO	79938-4419	TX
TARANGO RODOLFO	3205 TIERRA AVE PL	EL PASO	79938-4743	TX
SCOTT HERBERT & MANUELA	3209 TIERRA AVE PL	EL PASO	79938-4743	TX
MAGANA MARIA G	3213 TIERRA AVE PL	EL PASO	79938-4743	TX
MALANDRIS EDUARDO & RANGEL-MALANDRIS ADRIANA	3217 TIERRA AVE PL	EL PASO	79938-4743	TX
GAMEZ RODOLFO & VERONICA B	12361 TIERRA ARROYO DR	EL PASO	79938-4481	TX
BAEZA DINA E	12400 TIERRA ARROYO DR	EL PASO	79938-4794	TX

RAMOS CARLOS & CARLOS E	12401 TIERRA ARROYO DR	EL PASO	79938-4794	TX
RENTERIA JORGE R	12380 TIERRA APACHE DR	EL PASO	79938-4771	TX
MARQUEZ YASMIN	12381 TIERRA APACHE DR	EL PASO	79938-4771	TX
MEDRANO ALFREDO	12388 TIERRA ALAMO DR	EL PASO	79938-4704	TX
ROBERTS MARY F & DANIEL L	12400 TIERRA ALAMO DR	EL PASO	79938-4705	TX
RENTERIA NORA	12401 TIERRA ALAMO DR	EL PASO	79938-4705	TX
ET FILIE LP	PO BOX 313	SUNLAND PARK	88063-0313	NM
SILENCIO INC	PO BOX 313	SUNLAND PARK	88063-0313	NM
OSBORNE DAVID L SR & BARBARA S	1901 SEPTIEMBRE DR	EL PASO	79935-2819	TX
CERDA CARLOS & MARIA A	973 TRAILSIDE LN	BARTLETT	60103-5159	IL
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
EL PASO ELECTRIC COMPANY	100 N STANTON ST	EL PASO	79901-1463	TX
AMRR LLC	1000 PENDALE RD	EL PASO	79907-1722	TX
BRAME INVESTMENTS LTD	1004 DIESEL DR STE A	EL PASO	79907-3100	TX
REPINEL GLOBAL GROUP INC	11450 ROJAS DR STE D16	EL PASO	79936-6995	TX
V-CON MANAGEMENT LLC	1161 KESSLER DR	EL PASO	79907-1838	TX
RAMOS ARTURO & ANNA	11681 BUNKY HENRY LN	EL PASO	79936-5563	TX
ROBERTS JOE W & FARLEY I	1468 BACKUS ST	EL PASO	79925-5102	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
GALLEGOS JOSE & VERONICA	3560 LEE BLVD	EL PASO	79936-1413	TX
GALLEGOS JOSE & VERONICA	3560 LEE BLVD	EL PASO	79936-1413	TX
ENRIQUEZ DAVID	516 PENDALE RD	EL PASO	79907-2619	TX
SOLIS RAUL R & BERNICE B	520 PENDALE RD	EL PASO	79907-2619	TX
KOHAN MICHAEL B & ANA MARIA	550 PENDALE RD	EL PASO	79907-2615	TX
GARCIA JESUS & MARY M	598 PENDALE RD	EL PASO	79907-2615	TX
LICON JOINT VENTURE	6600 WESTWIND DR	EL PASO	79912-2960	TX
HENRY TAYLOR MARITAL TRUST	7341 REMCON CIR	EL PASO	79912-1617	TX
750 PENDALE ROAD LLC	750 PENDALE RD	EL PASO	79907-2722	TX
S M W INVESTMENTS	7542 E KNOLLWOOD PL	TUCSON	85750-2332	AZ
S M W INVESTMENTS	7542 E KNOLLWOOD PL	TUCSON	85750-2332	AZ
FMGV PROPERTY MANAGEMENT INC	801 PENDALE RD	EL PASO	79907-2719	TX
TEQUILAS DISCOTEQUE CORPORATION	810 PENDALE RD	EL PASO	79907-2718	TX
TEQUILAS DISCOTEQUE CORPORATION	810 PENDALE RD	EL PASO	79907-2718	TX
TEQUILAS DISCOTEQUE CORPORATION	810 PENDALE RD	EL PASO	79907-2718	TX
MELENDEZ JUAN JR	821 PENDALE RD	EL PASO	79907-2719	TX
Y & A INVESTMENTS LLC	831 PENDALE RD	EL PASO	79907-2719	TX
FELDER ALGIE A & RUTH	8564 N LOOP DR	EL PASO	79907-4409	TX
SIYAHEAD GENERAL TRADING &	857 PENDALE RD	EL PASO	79907-2719	TX
QUINTANA SWIMMING POOL CO	861 PENDALE RD	EL PASO	79907-2719	TX
SCOTT VAN E	915 PENDALE RD	EL PASO	79907-1721	TX
SCOTT VAN E	915 PENDALE RD	EL PASO	79907-1721	TX
RDZ ENTERPRISES LLC	950 PENDALE RD	EL PASO	79907-1720	TX
TAYLOR-IMPERIAL JOINT VENTURE	PO BOX 220462	EL PASO	79913-2462	TX
SOUTHWESTERN BELL TELEPHONE CO	1 BELL CTR RM 36M1	SAINT LOUIS	63101-3101	MO
SOUTHWESTERN BELL TELEPHONE CO	1 BELL CTR RM 36M1	SAINT LOUIS	63101-3101	MO
MARIAN DEL SOL LLC	1011 E SAINT CLAIR ST	INDIANAPOLIS	46202-3569	IN
NANEZ ROBERTO JR	10128 HONOLULU DR	EL PASO	79925-5426	TX
NANEZ ROBERTO JR & R	10128 HONOLULU DR	EL PASO	79925-5426	TX
ZUVERZA LUIS V	10550 TOMWOOD AVE	EL PASO	79925-7812	TX
MARCHESE PATRICIA	10905 DAVE MARR CT	EL PASO	79935-3903	TX
BOWL EL PASO INC	11144 PELLICANO DR	EL PASO	79935-5305	TX
LYC INVESTMENTS INC	11227 PELLICANO STE B	EL PASO	79935	TX
JUAREZ-LARRIVA DISTRIBUTING INC	11273 PELLICANO DR	EL PASO	79935-5303	TX
MELENDEZ ALFONSO L	11335 PELLICANO DR	EL PASO	79936-5908	TX
PRISNA PROPERTIES LLC	11457 PELLICANO DR	EL PASO	79936-5906	TX
CENTRO CRISTIANO CANTICO NUEVO	11530 PELLICANO DR	EL PASO	79936-6019	TX
APACHE BARRICADE	11560 PELLICANO DR	EL PASO	79936-6019	TX
COLLING GROUP LLC	11601 PELLICANO DR STE C16	EL PASO	79936-6285	TX
OROZCO JUAN	1224 OLGA MAPULA DR	EL PASO	79936-6888	TX
DIETER COMMONS II LLC	125 WILLOW RD	MENLO PARK	94025-2750	CA
NATIONAL CENTER FOR EMPLOYMENT	1414 ABILITY DR	EL PASO	79936-6415	TX
ART VIC INC	1510 GOODYEAR DR	EL PASO	79936-6038	TX
LAVIVI LTD	1559 PASEO FELIZ DR	EL PASO	79928-5663	TX
FRED LOYA INSURANCE AGENCY INC	1800 N LEE TREVINO DR STE 201	EL PASO	79936-4117	TX
PIFEDE ABUNDANT INVESTMENTS LLC	2528 TIERRA NEGRA DR	EL PASO	79938-4451	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
DOMINGUEZ PROPERTIES LTD	3565 LEE BLVD	EL PASO	79936-1414	TX
DOMINGUEZ PROPERTIES LTD	3565 LEE BLVD	EL PASO	79936-1414	TX
GRYS GROUP L L C	3602 N 35TH AVE	PHOENIX	85017-4408	AZ
PRONTO MORTGAGE LLC	3737 GATEWAY BLVD W	EL PASO	79903-4555	TX
ABDOU ABOUD REAL PROPERTY L P	400 E OVERLAND AVE	EL PASO	79901-2412	TX
LIVINGSTON WILSON INC	420 S KENAZO AVE	HORIZON CITY	79928-7338	TX
SILVERMAN COMPANY	5013 VISTA DEL MONTE ST	EL PASO	79922-2034	TX
MUNOZ JUAN	550 SUNHAVEN DR	EL PASO	79927-3546	TX
PLESANT FAMILY LP	5900 GATEWAY BLVD E	EL PASO	79905-1901	TX
JTC STORES LLC	6080 SURETY DR	EL PASO	79905-2065	TX

MAST PARTNERS LP	6500 MONTANA AVE	EL PASO	79925-2129	TX
MAST PARTNERS LP	6500 MONTANA AVE	EL PASO	79925-2129	TX
SW TEXAS M LLC	6605 PASEO REDONDO AVE	EL PASO	79912-3231	TX
HISCO INC	6650 CONCORD PARK DR	HOUSTON	77040-4098	TX
CHAVARRIA ENTERPRISES LLC	8604 MADRAS DR NE	ALBUQUERQUE	87122-4321	NM
HUSSMANN HARRY L JR INC	PO BOX 1949	EL PASO	79950-1949	TX
HARRY L HUSSMANN JR INC	PO BOX 1949	EL PASO	79950-1949	TX
HUSSMANN HARRY L JR INC	PO BOX 1949	EL PASO	79950-1949	TX
FRANCIS PROPERTIES I LTD	PO BOX 3739	EL PASO	79923-3739	TX
REALTY INCOME CORPORATION	PO BOX 8050	BENTONVILLE	72712-8055	AR
KENDRICK JUDY S	10633 PARK VIEW CIR	EL PASO	79935-3103	TX
SHAFFER TERESA S	10634 PARK VIEW CIR	EL PASO	79935-3104	TX
ALICE CONDOS L P	11025 DON JANUARY DR	EL PASO	79935-3918	TX
KENDRICK RALPH E JR	3412 LANKMOORE AVE	EL PASO	79904-1018	TX
SANTANA GINA M	700 ORINOCO WAY	EL PASO	79907-2750	TX
MENDOZA EFREN JR	704 ORINOCO WAY	EL PASO	79907-2750	TX
PEOPLE OF THE STATE OF TEXAS				
ALUSA (TX) LTD PARTNERSHIP	4001 PENBROOK ST STE 400	ODESSA	79762-5977	TX
FELDER ALGIE A & RUTH	8564 N LOOP DR	EL PASO	79907-4409	TX
SOUTHWESTERN BELL TELEPHONE CO	1 BELL CTR RM 36M1	SAINT LOUIS	63101-3101	MO
TENET HOSPITALS LTD	1000 S FREMONT AVE UNIT 18 BLDG A10	ALHAMBRA	91803-8861	CA
NME HOSPITALS INC	1000 S FREMONT AVE UNIT 18 BLDG A10	ALHAMBRA	91803-8861	CA
COMMON CENTS INVESTMENT GROUP INC	1218 STOCKWELL LN	EL PASO	79902-2153	TX
FRANKLIN PROPERTY CO OF PALISADES LLC	1255 S WACKER DR STE 1800	CHICAGO	60606-0606	IL
ITO VICTOR	1301 MURCHISON DR	EL PASO	79902-4820	TX
MAJERCZYK PATRICIA	1303 MURCHISON DR	EL PASO	79902-4820	TX
WRIGHT GEOFFREY C	1303 N COTTON ST	EL PASO	79902-3017	TX
WRIGHT GEOFFREY C	1303 N COTTON ST	EL PASO	79902-3017	TX
GALINDO ROSELIA	1307 MURCHISON DR	EL PASO	79902-4820	TX
TENA VIRGINIA	1309 MURCHISON DR	EL PASO	79902-4820	TX
LOOK JESSE P	1331 MURCHISON DR	EL PASO	79902-4820	TX
CHAHDA DYANA H	1333 MURCHISON DR	EL PASO	79902-4820	TX
GILMER JERRY D	1337 MURCHISON DR	EL PASO	79902-4820	TX
FIRST PRESBYTERIAN CHURCH	1340 MURCHISON DR	EL PASO	79902-4821	TX
CHAVEZ JAIME & MARGIE	1341 MURCHISON DR	EL PASO	79902-4820	TX
MACBLAIN DEBRA & CANDICE K	1345 MURCHISON DR	EL PASO	79902	TX
JOB JUAN & CARMEN	1401 MURCHISON DR	EL PASO	79902-2823	TX
FIERRO SABAS JR & TERESA	1404 MURCHISON DR	EL PASO	79902-2824	TX
AZIZ EDWARD J & ROSA R	1405 MURCHISON DR	EL PASO	79902-2823	TX
AZIZ VIRGINIA M (LE) & AGUILERA VICTOR J	1408 MURCHISON DR	EL PASO	79902-2824	TX
AZIZ KATHRYN A	1409 MURCHISON DR	EL PASO	79902-2823	TX
MARTINEZ MELINDA	1412 MURCHISON DR	EL PASO	79902-2824	TX
BENNETT JAMES R SR	1413 MURCHISON DR	EL PASO	79902-2823	TX
THE JOHN D MC NAMEE 2013 SEPERATE PROPERTY TRUST & 1	1416 MURCHISON DR	EL PASO	79902-2824	TX
YANEZ LUIS JR & YSELA L	1417 MURCHISON DR	EL PASO	79902-2823	TX
DE LUNA RAMON & EVANGELINA	1420 MURCHISON DR	EL PASO	79902-2824	TX
AYOUB LAURICE M	1421 MURCHISON DR	EL PASO	79902-2823	TX
HOLGUIN MARIA L	1425 MURCHISON DR	EL PASO	79902-2823	TX
ARCHITECTURAL SOLUTIONS	14717 HORIZON VISTA AVE	EL PASO	79928-8602	TX
ACOSTA JESUS J & MARIA M	1501 MURCHISON DR	EL PASO	79902-2825	TX
VILLANUEVA MARIO A & A	1505 MURCHISON DR	EL PASO	79902-2825	TX
SALOMA EDWARD Z & EMMA I	1509 MURCHISON DR	EL PASO	79902-2825	TX
D&D SWISS LLC-SERIES #1601 MURCHISON	1510 N ZARAGOZA RD STE B1	EL PASO	79936-7976	TX
TOLLAND ROBERT L	1516 MURCHISON DR	EL PASO	79902-2810	TX
SEGURA SOCORRO	1517 MURCHISON DR	EL PASO	79902-2816	TX
OCHOA-TODD LAURA & ANGELES MARIA E	1545 COMMON DR	EL PASO	79936-5901	TX
RODRIGUEZ JAVIER	1644 LOMALAND DR APT 171	EL PASO	79935-3824	TX
RODRIGUEZ JAVIER	1644 LOMALAND DR APT 171	EL PASO	79935-3824	TX
EP MURCHISON PROPERTY COMPANY LLC	1906 CLEMSON DR	RICHARDSON	75081-2626	TX
HORN SANDRA L	1923 MURCHISON DR	EL PASO	79902-3020	TX
SILVA JORGE & PERLA	2000 MURCHISON DR	EL PASO	79902-3029	TX
PORRAS JOSE L	2016 MURCHISON DR	EL PASO	79902-3023	TX
SIFUENTES PABLO L & RODRIGUEZ MARIA D & 8	2111 MURCHISON DR	EL PASO	79930-1101	TX
SIFUENTES LEOPOLDO	2111 MURCHISON DR	EL PASO	79930-1101	TX
2022 MURCHCO LLC	2121 N SAINT VRAIN ST	EL PASO	79902-2700	TX
PHINNEY EDGAR J	2127 MURCHISON DR	EL PASO	79930-1101	TX
ORNELAS TOMAS JR & MARIA	2132 MURCHISON DR	EL PASO	79930-1102	TX
RAMIREZ ISMAEL & GABRIELA I	2133 MURCHISON DR	EL PASO	79930-1101	TX
TTS ELPASO PROPERTY LLC	2201 MAIN ST	EVANSTON	60202-1519	IL
DURAN DELIA	2201 MURCHISON DR	EL PASO	79930-1103	TX
MURCHISON MEDICAL DOCTORS L P	2211 E MISSOURI AVE STE 221	EL PASO	79903-3836	TX
T R MILLIKEN INVESTMENTS LLC	2515 E YANDELL DR	EL PASO	79903-3722	TX
MARTINEZ EDUARDO A & DELIA	2701 AURORA AVE	EL PASO	79930-3201	TX
MARTINEZ EDUARDO	2701 AURORA AVE	EL PASO	79930-3201	TX
MARTINE DENNIS K & ANNA	3101 POLK AVE	EL PASO	79930-4939	TX
RALANO FAMILY PARTNERS LTD	4171 N MESA ST BLDG D	EL PASO	79902-1444	TX
PONDEROSA REAL ESTATE LTD	HC 68 BOX 268	SILVER CITY	88061-9345	NM
DOMINGUEZ JOSE JR	PO BOX 971544	EL PASO	79997-1544	TX
CLARKE LUIS A & GUADALUPE N	10513 ASHRIDGE DR	EL PASO	79925-7826	TX
GROSS FAMILY TRUST	1708 MOSSWOOD ST	EL PASO	79935-3205	TX

BORSHTNIK JANICE	1712 MOSSWOOD ST	EL PASO	79935-3205	TX
VALDESPINO CARLOS	1716 MOSSWOOD ST	EL PASO	79935-3205	TX
BOWEN MICHAEL J	1724 MOSSWOOD ST	EL PASO	79935-3205	TX
KENDRICK RALPH E & JUDY S	1728 MOSSWOOD ST	EL PASO	79935-3205	TX
WERTHMANN NANCY C & JOSEPH J	1820 MOSSWOOD CT	EL PASO	79935-2824	TX
GOMEZ OSCAR J & MARIA E	1824 MOSSWOOD ST	EL PASO	79935-2824	TX
NUNEZ SALVADOR & ANGELICA R	1900 MOSSWOOD ST	EL PASO	79935-2807	TX
ORTEZ JOSE P	1904 MOSSWOOD ST	EL PASO	79935-2807	TX
WILLIAMS GUADALUPE H	1908 MOSSWOOD ST	EL PASO	79935-2807	TX
SANTIAGO WILLIAM E & LUCY I	1912 MOSSWOOD ST	EL PASO	79935-2807	TX
NIEVES DAVID & SYLVIA D	1916 MOSSWOOD ST	EL PASO	79935-2807	TX
CASTRO DAVID & MELISSA C	1920 MOSSWOOD ST	EL PASO	79935-2807	TX
FLORES IRASEMA	1924 MOSSWOOD ST	EL PASO	79935-2807	TX
MONTWOOD NATIONAL BANK	PO BOX 10566	BIRMINGHAM	35296-0001	AL
PETOV L P	PO BOX 12885	EL PASO	79913-0885	TX
AHMAD NASHAT & ELIZABETH	2404 MARISA ATILANO WAY	EL PASO	79938-4424	TX
ZAVALA RAUL	2408 MARISA ATILANO WAY	EL PASO	79938-4424	TX
SAENZ GEORGE R JR & DINAH A	2412 MARISA ATILANO WAY	EL PASO	79938-4424	TX
ARGUMEDO JOSE	2416 MARISA ATILANO WAY	EL PASO	79938-4424	TX
EL PASO NATURAL GAS CO	PO BOX 4372	HOUSTON	77210-4372	TX
CEDILLOS ART & BLANCA R	8585 MACKENZIE DR	EL PASO	79907-2757	TX
HOLGUIN REFUGIO H P	8596 MACKENZIE DR	EL PASO	79907-2756	TX
MARO PROPERTIES LLC	10525 VISTA DEL SOL DR STE 206	EL PASO	79925-7932	TX
1599 LOMALAND DRIVE LLC	1068 S WOODS MILL RD	CHESTERFIELD	63017-8355	MO
COVARRUBIAS DOLORES (TR)	11953 PASEO REAL CIR	EL PASO	79936-3738	TX
GRAINGER W W INC	121 INTERPARK BLVD STE 308	SAN ANTONIO	78216-1852	TX
KIDCON PROPERTIES LLC	125 W HAGUE RD STE 570	EL PASO	79902-5808	TX
IGLESIA CRISTIANA UN NUEVO PACTO	1401 LOMALAND DR	EL PASO	79935-4702	TX
WRLD ENTERPRISES LTD	1407 LOMALAND DR STE 105	EL PASO	79935-4705	TX
SHINAUT RANDY & SUSIE	1426 LOMALAND DR	EL PASO	79935-4703	TX
PETE SOLIS COLLISION CENTER INC	1434 LOMALAND DR	EL PASO	79935-4703	TX
INTERNATIONAL EAGLE ENTERPRISES INC	1458 LOMALAND DR	EL PASO	79935-4701	TX
BIDDLE JOHN D & NANCY	1502 CANYON EDGE DR	AUSTIN	78733-2015	TX
DRAHAN MARILYN M	1530 LOMALAND DR	EL PASO	79935-4221	TX
DAVIS MARK T	1554 LOMALAND DR	EL PASO	79935-4202	TX
ADVANTRX LLC	1576 LOMALAND DR	EL PASO	79935-4202	TX
HENDRYX FEMALE HEALTH	1580 LOMALAND DR	EL PASO	79935-4202	TX
ARMOUR LOMALAND LLC	15881 N 80TH ST STE 100	SCOTTSDALE	85260-1890	AZ
NABHAN ALBERT	1590 LOMALAND DR STE F	EL PASO	79935-4222	TX
MC COMBS WILLIAM & DEBORAH	1605 LOMALAND DR	EL PASO	79935-3801	TX
COLMENERO IRMA	1609 LOMALAND DR	EL PASO	79935-3801	TX
ARMENDARIZ JOSE R (LE) & NORMA L (LE) & 3	1613 LOMALAND DR	EL PASO	79935-3801	TX
CORVEA RACIEL I T	1617 LOMALAND DR	EL PASO	79935-3801	TX
SCHMITZ JARED D	1621 LOMALAND DR	EL PASO	79935-3801	TX
SOLEAU THOMAS E & RAQUEL (TR)	1625 LOMALAND DR	EL PASO	79935-3801	TX
SANDERS TRAVIS K & ROBERTA L	1629 LOMALAND DR	EL PASO	79935-3801	TX
SWEENEY HELEN	1637 LOMALAND DR	EL PASO	79935-3801	TX
BAUTISTA UBALDO C & LETICIA	1641 LOMALAND DR	EL PASO	79935-3801	TX
MARTINEZ MARIA S	1645 LOMALAND DR	EL PASO	79935-3801	TX
ENOCH BARBARA W	1649 LOMALAND DR	EL PASO	79935-3801	TX
DENNING DANE E & NORMA	1661 LOMALAND DR	EL PASO	79935-3801	TX
ALVARADO ROBERT & LORETTA	1665 LOMALAND DR	EL PASO	79935-3801	TX
PANDELI ANABEL	1669 LOMALAND DR	EL PASO	79935-3801	TX
N V M E PROPERTIES LLC	1701 LOMALAND DR APT 312	EL PASO	79935-3515	TX
QUAIL RUN LTD	1717 MAIN ST STE 900	DALLAS	75201-4687	TX
MC MURTRIE SCOTT E	1735 LOMALAND DR	EL PASO	79935-3516	TX
DE LA O LUZ	1737 LOMALAND DR	EL PASO	79935-3516	TX
JULIA P TORRES REVOCABLE LIVING TRUST	1743 LOMALAND DR # 1	EL PASO	79935-3516	TX
NAVARRO SYLVIA S	1745 LOMALAND DR	EL PASO	79935-3516	TX
FEDERICO ARTHUR JR (TR)	19711 BIXBY DR	CUPERTINO	95014-3324	CA
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
DESERT KEY LLC	3101 ZION LN	EL PASO	79904-3531	TX
LAKE FAIRWAY APARTMENTS PHASE	3145 CIRCA DE TIERRA	ENCINITAS	92024-6906	CA
MARTINEZ HECTOR D	3513 RED SAILS DR	EL PASO	79936-1008	TX
BERG SUSAN B	504 GREENHILL LN	EL PASO	79912-4253	TX
WECHTER FAMILY L P	5829 N MESA ST	EL PASO	79912-4607	TX
MARTINEZ GUILLERMO R	6905 GRANERO DR	EL PASO	79912-2807	TX
INVESTMENT BUILDERS INC	7400 VISCOUNT BLVD STE 109	EL PASO	79925-4800	TX
CASTRO JOSE C & MARIA	7664 LE CONTE DR	EL PASO	79912-7164	TX
SCOT PROPERTIES LTD	PO BOX 522541	EL PASO	79952-0009	TX
NATIONAL CENTER FOR EMPLOYMENT	1414 ABILITY DR	EL PASO	79936-6415	TX
EL TEE PARTNERS LP	304 S STANTON ST	EL PASO	79901-2824	TX
EP SUMMIT INVESTMENTS LLC	3737 GATEWAY BLVD W	EL PASO	79903-4555	TX
FRANKLIN PASO DE LLC	6500 MONTANA AVE	EL PASO	79925-2129	TX
EAST RIVER LTD	6927 N MESA ST	EL PASO	79912-4406	TX
POPEYE'S OF EL PASO	PO BOX 2008	LAREDO	78044-2008	TX
MACBLAIN CANDICE K	1724 LAZY LN	EL PASO	79902-2818	TX
SILOCK FRANCIS J & MARIA M	10636 JANWAY DR	EL PASO	79935-3102	TX
AGUIRRE BENNY C & MARIA M	10637 JANWAY DR	EL PASO	79935-3101	TX
ELLIS OLGA A & STEVE F	10640 JANWAY DR	EL PASO	79935-3221	TX

SANCHEZ HENRY & DONNA	10641 JANWAY DR	EL PASO	79935-3222	TX
GUPTA LALIT K & ANITA	1800 GURSS PL	EL PASO	79902-2841	TX
CROSS LOUISE D	1801 GURSS PL	EL PASO	79902-2841	TX
SILVA JORGE A & HILDA	1733 GEORGIA PL	EL PASO	79902-2813	TX
RIVER OAKS PROPERTIES LTD	106 MESA PARK DR	EL PASO	79912-6154	TX
FG REALTY INC	7400 OCEAN TER # 1	MIAMI BEACH	33141-2719	FL
DURAN ANTONIO Z & LUDIVINA	8563 EUPHRATES DR	EL PASO	79907-2770	TX
ACOSTA ENRIQUE	8564 EUPHRATES DR	EL PASO	79907-2769	TX
RIVER OAKS PROPERTIES LTD	106 MESA PARK DR	EL PASO	79912-6154	TX
RIVER OAKS PROPERTIES LTD	106 MESA PARK DR	EL PASO	79912-6154	TX
WALGREEN CO	PO BOX 1159	DEERFIELD	60015-6002	IL
ERAMYA VIOLA	1913 DETROIT AVE	EL PASO	79902-3009	TX
SANCHEZ ARMANDO JR	1937 73RD ST	LUBBOCK	79423-1601	TX
CARRILLO CARMEN	8549 DANUBE CIR	EL PASO	79907-2610	TX
ESPARZA ERNESTO F & GLORIA	8557 DANUBE CIR	EL PASO	79907-2610	TX
AGUILERA ANA I	8561 DANUBE CIR	EL PASO	79907-2610	TX
IBARRA ANA M	8565 DANUBE CIR	EL PASO	79907-2610	TX
BALTAZAR ARMANDO & ANGELINA	8569 DANUBE CIR	EL PASO	79907-2610	TX
DOC-1755 CURIE DR MOB LLC	309 N WATER ST STE 500	MILWAUKEE	53202-5772	WI
LONGCARE PARTNERS LLC	7812 GATEWAY BLVD E	EL PASO	79915-1803	TX
WDE INC				
PORTER HORTENCIA	10636 CAUSEWAY DR	EL PASO	79935-2806	TX
ROMERO DAVID & VERONICA	10637 CAUSEWAY DR	EL PASO	79935-2805	TX
SALGADO ELOY & RAQUEL	10436 BYWAY DR	EL PASO	79935-2804	TX
LANEAUX ANGELA	10437 BYWAY DR	EL PASO	79935-2803	TX
LUCKY FRANK D & BARBARA M	10500 BRIAN MOONEY AVE	EL PASO	79935-2811	TX
CORTEZ ANSELMO JR	10501 BRIAN MOONEY AVE	EL PASO	79935-2810	TX
NOVAJO DEVELOPMENT LLC	205 W SUNSET RD	EL PASO	79922-1709	TX
SPAIN KIMWANA L & SANDOR JR	3641 BREEAN ISABELL PL	EL PASO	79938-4816	TX
GUNNING SHAWN M & MARIA L	3645 BREEAN ISABELL PL	EL PASO	79938-4816	TX
UNKNOWN OWNER	3649 BREEAN ISABELL PL	EL PASO	79938-4816	TX
ARVIZU HECTOR J	3653 BREEAN ISABELL PL	EL PASO	79938-4816	TX
LOPEZ JOSE & ANTONIA E	3656 BREEAN ISABELL PL	EL PASO	79938-4816	TX
UNKNOWN OWNER	3657 BREEAN ISABELL PL	EL PASO	79938-4816	TX
EL PASO SIX STORAGE 18(TX) LLC	50 ROCKEFELLER PLZ	NEW YORK	10020-1605	NY
GOMEZ RAMIRO & IRMA	10915 SOMBRA VERDE DR	EL PASO	79935-3708	TX
WHITTINGTON CARLOTTA	1717 BARA DR	EL PASO	79935-3303	TX
BEALS CAROLYN A	1719 BARA DR	EL PASO	79935-3303	TX
BICE CARL N & MARTHA Z	1721 BARA DR	EL PASO	79935-3303	TX
REQUENES ALMA	1727 BARA DR	EL PASO	79935-3303	TX
TORRES GILBERT	1729 BARA DR	EL PASO	79935-3303	TX
TAYLOR MARICARMEN G	1733 BARA DR	EL PASO	79935-3303	TX
DE LA RIVA ALMA	1735 BARA DR	EL PASO	79935-3303	TX
HERNANDEZ GABRIELA H	1737 BARA DR	EL PASO	79935-3303	TX
PEREIRA LUIGI	1739 BARA DR	EL PASO	79935-3303	TX
MARTINEZ CHRISTIAN E	1741 BARA DR	EL PASO	79935-3303	TX
MEYERS ESTHER	1745 BARA DR	EL PASO	79935-3303	TX
MATA JAIME & JACQUELINE A Y	7100 GATEWAY BLVD E	EL PASO	79915-1232	TX
ELKABCHI FIDEL	9140 VISCOUNT BLVD	EL PASO	79925-6512	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901-1402	TX
BARRON-RAJME DAVID & LUZ E	129 THUNDERBIRD DR	EL PASO	79912-4577	TX
GONZALEZ JAVIER & ROSA	8576 ARBOLEDA DR	EL PASO	79907-2607	TX
GUZMAN JUAN & FELIPA	8600 ARBOLEDA DR	EL PASO	79907-2609	TX
RAGLAND MARIA A	8601 ARBOLEDA DR	EL PASO	79907-2608	TX
SCHERMERHORN TANA JO	10444 ALLWAY DR	EL PASO	79935-2802	TX
LEKOWSKI DORIS S	10445 ALLWAY DR	EL PASO	79935-2801	TX
FIRST PRESBYTERIAN CHURCH	1340 MURCHISON DR	EL PASO	79902-4821	TX
RANGEL MARIA P	2411 DETROIT AVE	EL PASO	79930	TX
GUTIERREZ LORETTA M	2401 DETROIT AVE	EL PASO	79930	TX
EL PASO INDEPENDENT SCHOOL DIST	6531 BOEING DR	EL PASO	79925	TX
HERNANDEZ JESUS J	2517 ARIZONA AVE	EL PASO	79930	TX
SANTOSCOY M L	2410 MURCHISON DR	EL PASO	79930	TX
GANDARA LUIS A	2404 MURCHISON DR	EL PASO	79930	TX
PRIEGO ROBERTO & VIRGINIA O	2604 ARIZONA AVE	EL PASO	79930	TX
BANOZA PAULETTE	2400 MURCHISON DR	EL PASO	79930	TX
CARRANZA RAUL & LUZ ELENA	2320 MURCHISON DR	EL PASO	79930	TX
EL PASO INDEPENDENT SCHOOL DIST	6531 BOEING DR	EL PASO	79925	TX
VILLALOBOS MARY ANN	2228 MURCHISON DR	EL PASO	79930	TX
JIMENEZ MYRNA A	2226 MURCHISON DR	EL PASO	79930	TX
MORALES FRANK & GABRIELA	2224 MURCHISON DR	EL PASO	79930	TX
CHAVEZ FELIPA	2222 MURCHISON DR	EL PASO	79930	TX
WISSELMAN MIGUEL A & JENNILEE A	2210 MURCHISON	EL PASO	79930	TX
MONTENEGRO ANABEL	3601 PIERCE AVE	EL PASO	79930	TX
GAMBOA AGUSTIN	2206 MURCHISON DR	EL PASO	79930	TX
ORNELAS TOMAS JR & MARIA	2132 MURCHISON DR	EL PASO	79930	TX
MARQUEZ IRMA M	2612 ARIZONA AVE	EL PASO	79930	TX
MARTINEZ EDUARDO A & DELIA	2701 AURORA AVE	EL PASO	79930	TX
MARTINEZ EDUARDO	2701 AURORA AVE	EL PASO	79930	TX
WRIGHT GEOFFREY C	1303 N COTTON ST	EL PASO	79902	TX
WRIGHT GEOFFREY C	1303 N COTTON ST	EL PASO	79902	TX

CARDENAS GILBERT & NORMA	2616 ARIZONA AVE	EL PASO	79930	TX
GONZALEZ JUAN M & LORENA	2431 MURCHISON DR	EL PASO	79930	TX
CARBAJAL JESSIE & ENRIQUE	2058 S PITKIN ST	AURORA	80013	CO
UNKNOWN OWNER	3916 SACRAMENTO AVE	EL PASO	79930	TX
MORENO NOE & DAW MARIA A	216 N WALNUT ST	EL PASO	79901	TX
CASTILLO ADRIANA	2415 MURCHISON DR	EL PASO	79930	TX
RODRIGUEZ JESUS L	808 SOUTHWICK DR	EL PASO	79928	TX
MOWAD HOWARD A	2401 MURCHISON DR	EL PASO	79930	TX
DE LA CRUZ CARMEN	2611 ARIZONA AVE	EL PASO	79930	TX
QUEZADA JAIME & NORMA P	2323 MURCHISON DR	EL PASO	79930	TX
RAMIREZ ISMAEL & GABRIELA I	2133 MURCHISON DR	EL PASO	79930	TX
COFIELD PAMELA	2317 MURCHISON DR	EL PASO	79930	TX
AZIZ NADA Y	2315 MURCHISON DR	EL PASO	79930	TX
ADAMS DAVID P	2501 LOUISVILLE AVE	EL PASO	79930	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901	TX
PLACENCIA RICARDO & ALICIA	2311 MURCHISON DR	EL PASO	79930	TX
CITY OF EL PASO	300 N CAMPBELL ST	EL PASO	79901	TX
ESTORGA ENRIQUETA	2207 MURCHISON DR	EL PASO	79930	TX
DURAN DELIA	2201 MURCHISON DR	EL PASO	79930	TX
PHINNEY EDGAR J	2127 MURCHISON DR	EL PASO	79930	TX
T R MILLIKEN INVESTMENTS LLC	2515 E YANDELL DR	EL PASO	79903	TX
SIFUENTES MANUEL G	424 RIDGEMONT DR	EL PASO	79912	TX
SIFUENTES PABLO L & ARTURO R	2111 MURCHISON	EL PASO	79930	TX
COMMON CENTS INVESTMENT GROUP INC	1218 STOCKWELL LN	EL PASO	79902	TX
ARCHITECTURAL SOLUTIONS	14717 HORIZON VISTA AVE	EL PASO	79928	TX
GONZALEZ BEATRIZ F	2617 ARIZONA AVE	EL PASO	79930	TX
GUTIERREZ JIMMY	2700 ARIZONA AVE	EL PASO	79930	TX
FLORES ALICIA G (LE) & SANDRA L	2710 ARIZONA AVE	EL PASO	79930	TX
SANCHEZ HUMERTO & IRENE (LE) 1	2716 ARIZONA AVE	EL PASO	79930	TX
BENAVENTE RICARDO A	3304 MARTINA PL	EL PASO	79936	TX
LEYVA ROBERT & BERTHA 2000 FAMILY	1301 INGERSOLL WAY	EL PASO	79930	TX
LEYVA ROBERT & BERTHA 2000 FAMILY	1301 INGERSOLL WAY	EL PASO	79930	TX
HERNANDEZ MARIO JR & ELIZABETH	2407 DETROIT AVE	EL PASO	79930	TX



Home ▶ Capital Improvement

CAPITAL IMPROVEMENT

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CAPITAL IMPROVEMENT

The City of El Paso's Capital Improvement Department (CID) includes more than a billion dollars worth of investment in public infrastructure.

The city's CID includes unprecedented investments in quality of life infrastructure, complete streets, standard-setting municipal facilities, and mobility infrastructure which includes Sun Metro facilities and the El Paso International Airport.

It's all in service of the department's mission statement: To provide capital project management services to city staff, residents, and visitors to El Paso so they can use and enjoy improved infrastructure, facilities, and amenities for enhanced health, safety, and welfare.

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EL PASO CITY HALL

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El Paso, Texas 79901
(915) 212-0000 or 3-1-1
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OPERATIONAL HOURS

Mon-Fri | 8:00 a.m. to 5:00 p.m.



PUBLIC HEARING NOTICE
Bicycle Connectivity Infrastructure Phase II
El Paso County, Texas
CSJ: 0924-06-543

The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

- 1. Lomaland Corridor**
 - Lomaland Drive from Pelicano Drive to Trawood Drive.
- 2. Mosswood Corridor**
 - Mosswood Street from Trawood Drive to Montwood Drive.
- 3. Murchison Corridor**
 - Murchison Drive from Brown Street to Arizona Avenue.
 - Magnolia Street from Murchison Drive to Arizona Avenue.
 - Arizona Avenue from Murchison Drive to Alabama Street.
- 4. Pelicano Corridor**
 - Pelicano Drive from George Dieter Drive to Lomaland Drive.
- 5. Tierra Este Corridor**
 - Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
- 6. Pendale Corridor**
 - Pendale Road from Yermoland Drive to North Loop Drive.



The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on **Wednesday, February 5, 2020** with an open house starting at **6 p.m.**, and the formal presentation commencing at **7 p.m.** The hearing will be held at the **Marty Robbins Recreation Center** located at **11620 Vista Del Sol Dr., El Paso, TX 79936**.

The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have special communication or accommodation needs should contact the City of El Paso Public Information Office, Russel Williams at (915) 212-1079 at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 15 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: **Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901**. Comments may also be e-mailed to **CanoOA@elpasotexas.gov**. Comments must be postmarked on or before **Thursday February 20, 2020** to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project manager, at (915)212-1872.

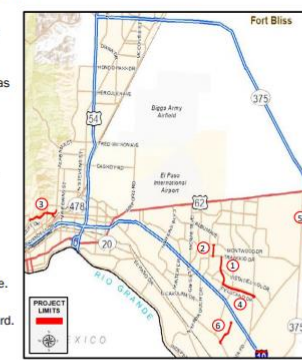
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.



AVISO DE AUDIENCIA PÚBLICA
Infraestructura de Conectividad Ciclista, Fase II
Condado de El Paso, Texas
CSJ: 0924-06-543

La ciudad de El Paso, en conjunto con el Departamento de Transporte de Texas, llevará a cabo una Audiencia Pública sobre las mejoras propuestas para vías ciclistas. La ciudad propone pintar franjas en la carretera existente para acomodar ciclovías con zona de amortiguamiento y bulevares para bicicletas en varias ubicaciones. Los límites de las mejoras incluirían:

- 1. Lomaland Corredor**
 - Lomaland Drive de Pelicano Drive hasta Trawood Drive.
- 2. Mosswood Corredor**
 - Mosswood Street de Trawood Drive hasta Montwood Drive.
- 3. Murchison Corredor**
 - Murchison Drive de Brown Street hasta Arizona Avenue.
 - Magnolia Street de Murchison Drive hasta Arizona Avenue.
 - Arizona Avenue de Murchison Drive hasta Alabama Street.
- 4. Pelicano Corredor**
 - Pelicano Drive de George Dieter Drive hasta Lomaland Drive.
- 5. Tierra Este Corredor**
 - Tierra Este Road de RC Poe road hasta Pebble Hills Boulevard.
- 6. Pendale Corredor**
 - Pendale Road de Yermoland Drive hasta North Loop Drive.



La distancia total del proyecto será de aproximadamente 7 millas y será construido dentro del derecho de vía (ROW, por sus siglas en inglés) existente. La Audiencia Pública tomará lugar el **miércoles, 5 de febrero de 2020** iniciando con un foro informal a las **6 p.m.** y una presentación formal iniciando a las **7 p.m.** La audiencia se llevará a cabo en el **Centro Recreativo Marty Robbins** ubicado en, **11620 Vista Del Sol Dr., El Paso, TX 79936**.

El propósito del proyecto propuesto es mejorar la movilidad de ciclistas en el área del proyecto. El proyecto no requiere derecho de vía adicional. El proyecto propuesto no impactará las aguas de Estados Unidos o llanuras de inundación.

El propósito de la audiencia es proveer información y recibir información del público. Las personas interesadas en atender la audiencia pública con dificultades de comunicación o que requieran acomodo especial deben comunicarse con la Oficina de Información Pública de la ciudad de El Paso, llamando a Russell Williams al (915) 212-1079 por lo menos dos días antes de la audiencia. Dado a que la audiencia pública será llevada a cabo en inglés, peticiones de interpretación o alguna otra necesidad especial de comunicación debe de hacerse por lo menos dos días antes de la audiencia. La Ciudad hará todo esfuerzo razonable para acomodar necesidades especiales.

Mapas del área de estudio, planos del proyecto, y documentos ambientales estarán disponibles para su revisión y comentarios durante la audiencia. El equipo de trabajo estará disponible para contestar preguntas. La misma información estará disponible 15 días antes de la audiencia en las oficinas del Departamento Capital Improvements, ubicado en el segundo piso del 218 N. Campbell Street, El Paso, TX 79901, de 7:30 a.m. a 4:30 p.m.

Comentarios verbales y por escrito son altamente recomendados. Los comentarios pueden ser entregados durante la audiencia pública o hasta 15 días posteriores a la audiencia. Los comentarios por escrito pueden ser enviados por correo postal a la siguiente dirección: **Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901**. Los comentarios también pueden ser enviados por correo electrónico a **CanoOA@elpasotexas.gov**. Los comentarios deben ser fechados antes del **Jueves, 20 de febrero de 2020** para ser incluidos en el registro oficial de la audiencia pública. Si tiene preguntas o le gustaría discutir el proyecto en más detalle, por favor comuníquese con **Obed A. Cano** al **(915) 212-1872**.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevadas a cabo por TxDOT conforme con la Ley 23 U.S.C. 327 y un Memorandum de Entendimiento publicado el 9 de diciembre del 2019, y realizado por la FHWA y TxDOT.



Public Hearing - Bicycle Connectivity Infrastructure Phase II

Texas Department of Transportation > Inside TxDOT > Get Involved > About Public Hearings, Meetings and Notices > Hearings, Meetings and Notices Schedule

Where:	Marty Robbins Recreation Center 11620 Vista Del Sol Dr. El Paso, Texas 79936 (Map)
When:	Wednesday, February 5, 2020 Open House: 6 p.m. - 7 p.m. Public Hearing: 7 p.m.
Purpose:	The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. An open house will be starting at 6 p.m. and a formal presentation commencing at 7 p.m. Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901. Comments must be postmarked on or before Thursday February 20, 2019 to be included as part of the public hearing record.
Description:	The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

- Lomaland Drive from Pellicano Drive to Trawood Drive
- Mosswood Street from Trawood Drive to Montwood Drive
- Murchison Drive from Brown Street to Arizona Avenue
- Magnolia Street from Murchison Drive to Arizona Avenue
- Arizona Avenue from Murchison Drive to Alabama Street
- Pellicano Drive from George Dieter Drive to Lomaland Drive
- Tierra Este Road from RC Poe road to Pebble Hills Boulevard
- Pendale Road from Yermoland Drive to North Loop Drive

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW).

Special Accommodations:

Persons interested in attending the public hearing that have special communication or accommodation needs should contact (915) 212-1079 at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. All reasonable efforts will be made to accommodate these needs.

Memorandum of Understanding:

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Downloads:

- Notice
- Notice (Español)


Contact:

TxDOT El Paso District
13301 Gateway Blvd. West
El Paso, TX 79928


(915) 790-4359
Email


Posted January 7, 2020

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City of El Paso Capital Improvement Program

January 21 at 4:00 AM · 🌐

PUBLIC HEARING NOTICE

Bicycle Connectivity Infrastructure Phase II
El Paso County, Texas CSJ: 0924-06-543

The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to restripe the existing roadways to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

1. Lomaland Corridor
 - Lomaland Drive from Pellicano Drive to Trawood Drive.
2. Mosswood Corridor
 - Mosswood Street from Trawood Drive to Montwood Drive.
3. Murchison Corridor
 - Murchison Drive from Brown Street to Arizona Avenue.
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 - Arizona Avenue from Murchison Drive to Alabama Street.
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 - Pellicano Drive from George Dieter Drive to Lomaland Drive.
5. Tierra Este Corridor
 - Tierra Este Road from RC Poe road to Pebble Hills Boulevard.
6. Pendale Corridor
 - Pendale Road from Yermoland Drive to North Loop Drive.

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on Wednesday, February 5, 2020 with an open house starting at 6 p.m. and the formal presentation commencing at 7 p.m. The hearing will be held at the Marty Robbins Recreation Center located at 11620 Vista Del Sol Dr., El Paso, TX 79936.

The purpose of the proposed project is to improve bicyclist mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any waters of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have special communication or accommodation needs should contact the City of El Paso Public Information Office, Russel Williams at (915) 212-1079 at least two days prior to the hearing.

Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 15 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901. Comments may also be e-mailed to CanoOA@elpasotexas.gov. Comments must be postmarked on or before Thursday February 20, 2020 to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project manager, at (915)212-1872.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT

AVISO DE AUDIENCIA PÚBLICA
Infraestructura de Conectividad Ciclista, Fase II
Condado de El Paso, Texas
CSJ: 0924-06-543

La ciudad de El Paso, en conjunto con el Departamento de Transporte de Texas, llevará a cabo una Audiencia Pública sobre las mejoras propuestas para vías ciclistas. La ciudad propone pintar franjas en la carretera existente para acomodar ciclovías con zona de amortiguamiento y bulevares para bicicletas en varias ubicaciones. Los límites de las mejoras incluirían:

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3. Murchison Corredor
 - Murchison Drive de Brown Street hasta Arizona Avenue.

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PUBLIC HEARING NOTICE Bicycle Connectivity Infrastructure Phase II E...Continue Reading



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- Magnolia Street de Murchison Drive hasta Arizona Avenue.
- Arizona Avenue de Murchison Drive hasta Alabama Street.
- 4. Pellicano Corredor
- Pellicano Drive de George Dieter Drive hasta Lomaland Drive.
- 5. Tierra Este Corredor
- Tierra Este Road de RC Poe road hasta Pebble Hills Boulevard.
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- Pendale Road de Yermoland Drive hasta North Loop Drive.

La distancia total del proyecto será de aproximadamente 7 millas y será construido dentro del derecho de vía (ROW, por sus siglas en inglés) existente. La Audiencia Pública tomará lugar el miércoles, 5 de febrero de 2020 iniciando con un foro informal a las 6 p.m. y una presentación formal iniciando a las 7 p.m. La audiencia se llevará a cabo en el Centro Recreativo Marty Robbins ubicado en, 11620 Vista Del Sol Dr., El Paso, TX 79936.

El propósito del proyecto propuesto es mejorar la movilidad de ciclistas en el área del proyecto. El proyecto no requiere derecho de vía adicional. El proyecto propuesto no impactará las aguas de Estados Unidos o llanuras de inundación.

El propósito de la audiencia es proveer información y recibir información del público.

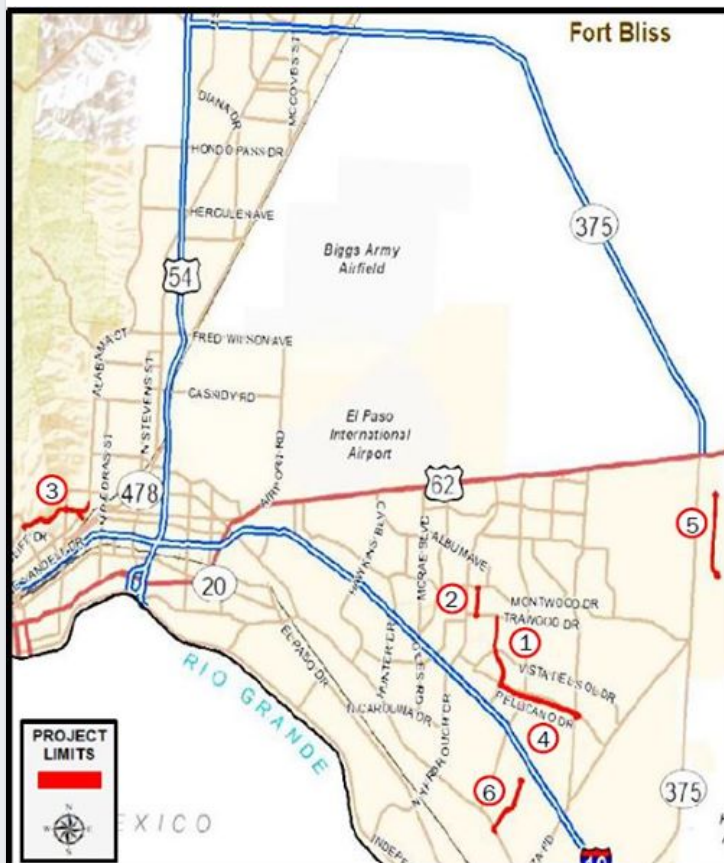
Las personas interesadas en atender la audiencia pública con dificultades de comunicación o que requieran acomodo especial deben comunicarse con la Oficina de Información Pública de la ciudad de El Paso, llamando a Russell Williams al (915) 212-1079 por lo menos dos días antes de la audiencia. Dado a que la audiencia pública será llevada a cabo en inglés, peticiones de interpretación o alguna otra necesidad especial de comunicación debe de hacerse por lo menos dos días antes de la audiencia. La Ciudad hará todo esfuerzo razonable para acomodar necesidades especiales.

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Los comentarios también pueden ser enviados por correo electrónico a CanoOA@elpasotexas.gov. Los comentarios deben ser fechados antes del jueves, 20 de febrero de 2020 para ser incluidos en el registro oficial de la audiencia pública. Si tiene preguntas o le gustaría discutir el proyecto en más detalle, por favor comuníquese con Obed A. Cano al (915) 212-1872.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevadas a cabo por TxDOT conforme con la Ley 23 U.S.C. 327 y un Memorandum de Entendimiento publicado el 9 de diciembre del 2019, y realizado por la FHWA y el TxDOT.



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Attachment D Sign-in Sheets

Attendance

Total Attendance	34
Members of the public	15
Elected Officials	0 in attendance (1 representative)
Media	1
TxDOT personnel	4
City of El Paso personnel	9
Project Consultants	2

Contents

1. Sign-in Sheets



PUBLIC HEARING / AUDIENCIA PÚBLICA
 City of El Paso Bicycle Connectivity Infrastructure Project, Phase II
 CSJ: 0924-06-543
 Wednesday, February 5, 2020 | miércoles, 5 de febrero del 2020
 6:00 PM

Marty Robbins Recreation Center
 11620 Vista Del Sol Dr.
 El Paso, TX 79936

PUBLIC SIGN-IN SHEET (HOJA DE REGISTRO PARA EL PÚBLICO)	
(please print / letra de molde)	
NAME NOMBRE	REPRESENTING REPRESENTANDO
1 John Murray	Cimatillo Heights
2 Judy Gutierrez	Central El Paso
3 Melissa Lugo	Velo Paso Bicycle-Pedestrian Coalition
4 Shawn O'Donnell	Sandy Creek
5 Margaret Barnes	Central - Mission Hills
6 Marguerite Mauritz	Kern
7 Daniella Valles	Montana Vista
8 Elizabeth Ramirez	East El Paso PEBBLE Hills Area
9 EPHRAIM VIVAR & JEANN UNDERWOOD	TRAVIS WHITE + TEXAS MYRTLE
10 VICTOR A. ITO	Murchison 79902



PUBLIC HEARING / AUDIENCIA PÚBLICA
City of El Paso Bicycle Connectivity Infrastructure Project, Phase II
CSJ: 0924-06-543
Wednesday, February 5, 2020 | miércoles, 5 de febrero del 2020
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Marty Robbins Recreation Center
11620 Vista Del Sol Dr.
El Paso, TX 79936

PUBLIC SIGN-IN SHEET (HOJA DE REGISTRO PARA EL PÚBLICO)
(please print / letra de molde)

	NAME NOMBRE	REPRESENTING REPRESENTANDO
11	Nick Ferriola	
12	Diana B. Esquivel	Lower Valley
13	Mariana Villalobos	Vista Hills
14	Matthew J. Duran	Lower Valley and the rest!
15	Cesar Martinez	Down town-



PUBLIC HEARING / AUDIENCIA PÚBLICA
City of El Paso Bicycle Connectivity Infrastructure Project, Phase II
CSJ: 0924-06-543
Wednesday, February 5, 2020 | miércoles, 5 de febrero del 2020
6:00 PM

Marty Robbins Recreation Center
11620 Vista Del Sol Dr.
El Paso, TX 79936

ELECTED OFFICIALS SIGN-IN SHEET / FUNCIONARIOS ELECTOS HOJA DE REGISTRO
(please print / letra de molde)

NAME NOMBRE	ELECTED OFFICE OFICIO (CARGO OFICIAL)
Lauren Jones	State Rep. Art Fierro.



PUBLIC HEARING / AUDIENCIA PÚBLICA
City of El Paso Bicycle Connectivity Infrastructure Project, Phase II
CSJ: 0924-06-543
Wednesday, February 5, 2020 | miércoles, 5 de febrero del 2020
6:00 PM

Marty Robbins Recreation Center
11620 Vista Del Sol Dr.
El Paso, TX 79936

MEDIA SIGN-IN SHEET (HOJA DE REGISTRO MEDIOS DE COMUNICACIÓN)
(please print / letra de molde)

NAME NOMBRE	REPRESENTING REPRESENTANDO
Roger Rodriguez	KFOX-TV



PUBLIC HEARING / AUDIENCIA PÚBLICA
City of El Paso Bicycle Connectivity Infrastructure Project, Phase II
CSJ: 0924-06-543
Wednesday, February 5, 2020 | miércoles, 5 de febrero del 2020
6:00 PM

Marty Robbins Recreation Center
11620 Vista Del Sol Dr.
El Paso, TX 79936

STAFF SIGN-IN SHEET (HOJA DE REGISTRO PARA PERSONAL)
(please print / letra de molde)

	NAME NOMBRE	REPRESENTING REPRESENTANDO
1	MARIA G. ROBLES	GRV
2	MARVIN H GOMEZ	GRV
3	Obed Cano.	CID
4	Marty Boyd	TXDOT
5	Ismael Cepeda	CID
6	Alex Avila	CID
7	Humberto Mendez	CID
8	Josh Holgun	TXDOT
9	Luz Escamilla	TXDOT
10	Neemi L. Down	TXDOT



PUBLIC HEARING / AUDIENCIA PÚBLICA
 City of El Paso Bicycle Connectivity Infrastructure Project, Phase II
 CSJ: 0924-06-543
 Wednesday, February 5, 2020 | miércoles, 5 de febrero del 2020
 6:00 PM

Marty Robbins Recreation Center
 11620 Vista Del Sol Dr.
 El Paso, TX 79936

STAFF SIGN-IN SHEET (HOJA DE REGISTRO PARA PERSONAL)
 (please print / letra de molde)

	NAME NOMBRE	REPRESENTING REPRESENTANDO
11	Mania Fernanda Ramos	Bonnet Language Services.
12	SERGIO REYES	COEP - STREETS + MAINTENANCE
13	Lety Perez	Raspberry Assoc (Court Reporter)
14	Alex Austin	Alex Austin AJ@elpasotexas.gov
15	Vella Hernandez	city of el paso
16	Margaret Schroeder	COEP
17	Alex Pedroza	COEP

Attachment E Verbatim Transcript

Content

1. Verbatim Transcript

PUBLIC HEARING
 CITY OF EL PASO BICYCLE CONNECTIVITY
 INFRASTRUCTURE PROJECT
 PHASE II
 CSJ No. 0924-06-543
 MARTY ROBBINS RECREATION CENTER
 11620 VISTA DEL SOL DRIVE
 EL PASO, TEXAS 79936
 FEBRUARY 5, 2020

Stenographically reported by:
 Leticia Perez, CSR/RMR/CRR

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PUBLIC HEARING

MS. BOYD: Good evening, ladies and gentlemen. My name is Marty Boyd, and I am the Advanced Transportation Planning Director with the El Paso District of the Texas Department of Transportation, TxDOT, and the Public Hearing Officer for today's proceeding.

The City of El Paso and TxDOT welcome you to this public hearing at the Marty Robbins Recreation Center. The Public Hearing is for the Phase II of the Bicycle Connectivity Infrastructure in El Paso, Texas. Today's date is February 5, 2020 and the time is now 7:01.

We have simultaneous interpretation available for any individuals that would like to hear the presentation and comments in Spanish. Please see the desk located at the back of the room for your headsets.

(Interpreter speaking in Spanish.)

MS. BOYD: Thank you.

So before we begin our presentation, I would like to mention a few things. In consideration of the presenters and fellow attendees, please take a moment to silence your cell phones. I would also like to point out emergency exits in the room. There's one

1 there (indicating) and one over here (indicating), to my
2 left.

3 If you have not already done so, please
4 sign in before you leave this evening. The sign-in
5 sheets allow us to record today tonight's participants.

6 The City of El Paso and TxDOT are
7 conducting this Public Hearing for the Bicycle
8 Connectivity Infrastructure Phase II Project. The
9 Hearing is being held in order to present the proposed
10 improvements, to receive public feedback, and to comply
11 with the Texas Transportation Code requiring a Public
12 Hearing for projects that add bicycle lanes.

13 After the presentation and intermission,
14 there will be an opportunity for you to present verbal
15 comments for the official record. Those of you who wish
16 to make verbal comments, please complete a
17 speaker-registration card and return it to the sign-in
18 table.

19 When your name is announced, please come
20 to the microphone and state your name and who you
21 represent, if applicable. Each speaker will be limited
22 to a period of three minutes. It is standard protocol
23 at a Public Hearing for us to not allow questions during
24 the formal presentation -- to not answer questions
25 during the formal presentation or comment period.

1 However, project team members will be available to
2 answer project-related questions during the intermission
3 or following the formal verbal comment period.

4 If you would like to present comments but
5 do not wish to make them verbally, you may submit them
6 in written form. There are comment forms available in
7 English and Spanish at the sign-in table, and they may
8 be placed in any of our comment boxes available, emailed
9 or mailed to the address on the form. All written
10 comments must be postmarked or emailed no later than
11 Thursday, February 20th, 2020, in order to be included
12 in the public record.

13 We appreciate your interest in the Bicycle
14 Connectivity Infrastructure Phase II Project.

15 Legal notices for tonight's Public Hearing
16 were published in the El Paso Times and El Diario de
17 El Paso on Tuesday, February -- I mean January 21st,
18 2020.

19 Invitations to elected officials were
20 mailed on January 15, 2020.

21 Also on January 15, 2020, invitation
22 announcements were mailed to landowners abutting the
23 roadway within the proposed project limits and other
24 interested parties.

25 This Public Hearing is being recorded by a

1 certified court reporter for the formal public record.

2 I will now pass the presentation to
3 Mr. Obed Cano with the City of El Paso, who will discuss
4 the project in more detail.

5 MR. CANO: Thank you, Ms. Boyd. Before
6 proceeding further I would like to introduce the elected
7 officials who are in attendance tonight.

8 We have Laurie Jones with the State Rep
9 Art Fierro. We have him here? Raise your hand. Okay.
10 We appreciate your attendance and thank you for your
11 interest in this project. If I missed anyone, please
12 take a moment to stand and introduce yourself.

13 Okay. Now I would like to ask the members
14 of the project team to please stand. These individuals
15 are here to assist you and will be available during the
16 intermission to answer your particular questions
17 regarding the proposed improvements. If you have not
18 done so already, please take an opportunity at that time
19 to view the exhibits and the environmental documents and
20 bring forward questions you might have to the project
21 team.

22 Tonight's Public Hearing will present the
23 proposed project improvements, followed by a discussion
24 of the proposed project schedule and the environmental
25 investigations that have been completed for the project.

1 Afterwards, we will have a 15-minute intermission.
2 After the intermission, the formal public comment period
3 will begin.

4 The proposed bicycle improvements will be
5 located on:

6 Lomaland Drive to Trawood Drive.

7 Mosswood Street from Trawood Drive to
8 Montwood Drive.

9 Murchison Drive from Brown Street to
10 Arizona Avenue.

11 Magnolia Street from Murchison Drive to
12 Arizona Avenue.

13 Arizona Avenue from Murchison Drive to
14 Alabama Street.

15 Pellicano Drive from George Dieter Drive
16 to Lomaland Drive.

17 Tierra Este Road from RC Poe Road to
18 Pebble Hills Boulevard.

19 And Pendale Road from Yermoland Drive to
20 North Loop Drive.

21 The City is proposing to restripe the
22 existing roadways to accommodate buffered bicycle lanes
23 and bicycle boulevard travel lanes in various locations,
24 as described in the previous slide.

25 The total project length will be

1 approximately seven miles and all work will be completed
2 within the City's existing right-of-way.

3 The following slides depict the typical
4 cross-sections at each of the proposed project
5 locations.

6 This slide shows the proposed layout along
7 Lomaland Drive.

8 The existing design currently holds a
9 two-lane roadway in each direction and one center
10 turning lane for motor vehicles only. The proposed
11 improvements will allow the addition of three-foot
12 bicycle lanes protected by a 1.5-foot buffer area, while
13 maintaining two traffic lanes in each direction and one
14 center turning lane for motor vehicles as shown on the
15 layout.

16 This slide shows the proposed layout along
17 Mosswood Street.

18 The existing design currently holds a
19 one-lane roadway in each direction for motor vehicles
20 only. The proposed improvements transform the existing
21 lanes into bicycle boulevards/share lanes.

22 The proposed improvements do not eliminate
23 existing parking.

24 This slide shows the proposed layout along
25 Murchison Drive, from Brown to Cotton Street:

1 The existing design currently holds a
2 two-lane roadway in each direction for motor vehicles
3 only. The proposed improvements will allow the addition
4 of a single three-foot bicycle lane protected by a
5 two-foot buffer area, while maintaining two traffic
6 lanes for motor vehicles in each direction as shown in
7 the layout.

8 The proposed improvements do not eliminate
9 existing parking.

10 This slide shows the proposed layout along
11 Murchison Drive, from Cotton Street to Magnolia Street.

12 The existing design currently holds a
13 one-lane roadway in each direction for motor vehicles
14 only. The proposed improvements will allow the addition
15 of four-foot bicycle lane protected by a two-foot buffer
16 area, while maintaining two traffic lanes for motor
17 vehicles in each direction as shown on the layout.

18 The proposed improvements do not eliminate
19 existing parking.

20 This slide shows the proposed layout along
21 Magnolia Street.

22 The existing design currently holds a
23 one-lane roadway in each direction for motor vehicles
24 only. The proposed improvements will allow the addition
25 of a single four-foot bicycle lane protected by a

1 two-foot buffer area, while maintaining two traffic
2 lanes for motor vehicles in each direction as shown on
3 the layout.

4 This slide shows the proposed layout along
5 Arizona Avenue.

6 The existing design currently holds a
7 three-lane roadway for motor vehicles only. The
8 proposed improvements will allow the addition of a
9 single four-foot bicycle lane protected by a two-foot
10 buffer area, while maintaining three traffic lanes for
11 motor vehicles as shown on the layout.

12 This slide shows the proposed layout along
13 Pellicano Drive.

14 The existing design currently holds a
15 two-lane roadway in each direction and one center
16 turning lane for motor vehicles only. The proposed
17 improvements will allow the addition of three-foot
18 bicycle lanes protected by a 1.5-foot buffer area, while
19 maintaining two traffic lanes in each direction and one
20 center turning lane for motor vehicles as shown on the
21 layout.

22 This slide shows the proposed layout along
23 Tierra Este Road.

24 The existing design currently holds a
25 two-lane roadway in each direction and one center

1 turning lane for motor vehicles only. The proposed
2 improvements will allow the addition of a four-foot
3 bicycle lane protected by a 1.5-foot buffer area. While
4 eliminating the center turning lane, improvements will
5 maintain two traffic lanes for motor vehicles in each
6 direction as shown on the layout.

7 And finally, this slide shows the proposed
8 layout along Pendale Road.

9 The existing design currently holds a
10 one-lane roadway in each direction for motor vehicles
11 only. The proposed improvements will allow the addition
12 of four-foot bicycle lanes protected by a two-foot
13 buffer area, while maintaining one traffic lane for
14 motor vehicles in each direction as shown on the layout.

15 The proposed improvements do not eliminate
16 existing parking.

17 The total construction cost for the
18 project would be approximately 1.5 million and would
19 include federal and local funds.

20 The project construction is expected to
21 begin in fall of 2020 and end in summer of 2021, lasting
22 approximately six months.

23 I will now pass the presentation to
24 Mr. Cepeda with the City of El Paso, to provide a
25 summary of the environmental investigations that were

1 conducted for the project.

2 MR. CEPEDA: Thank you, Mr. Cano.

3 This project was processed as a
4 categorical exclusion. Technical reports were prepared
5 to assess potential impacts on the natural and human
6 environment.

7 These reports determined that the project
8 would not result in impacts to threatened or endangered
9 species, historical resources, archeological resources,
10 community features, hazardous materials, air quality, or
11 result in traffic noise impacts. The proposed project
12 is not anticipated to impact any waters of the U.S. or
13 floodplains.

14 The project would not require the
15 acquisition of additional right-of-way. And the project
16 would not reduce roadway capacity.

17 Access will be maintained to adjacent
18 properties throughout the project area.

19 I will now pass the presentation back to
20 Ms. Boyd.

21 MS. BOYD: Thank you, Mr. Cepeda.

22 The proposed project plans and
23 environmental reports are available for your review
24 tonight. The project plans and documents can also be
25 reviewed at the City of El Paso Capital Improvement

1 Department office, at 218 North Campbell Street, Second
2 Floor, El Paso, Texas 79901, until Thursday,
3 February 20, 2020.

4 This concludes tonight's presentation. If
5 you would like to make a verbal comment tonight and have
6 not registered, please take a moment to do so now. Once
7 again, we will not address your questions while you have
8 the floor during the comment period. This procedure
9 will allow everyone an opportunity to speak and is
10 standard protocol for public hearings. All verbal and
11 written comments and questions presented tonight will be
12 addressed in and made part of the Public Hearing summary
13 report.

14 Please remember if you choose to submit
15 your comments later by mail, they must be postmarked or
16 emailed no later than Thursday, February 20, 2020. All
17 of your statements, comments and questions will be given
18 careful consideration where final design features are
19 determined.

20 We will now take a 15-minute intermission.
21 During the Intermission, please feel free to review the
22 exhibits set up in the room. And if you have any
23 questions, ask one of the project team members during
24 this time. These individuals will address your
25 questions.

1 (Intermission.)

2 MS. BOYD: We will now start the verbal
3 comments. First we will hear from Matthew Duran, or --
4 Mr. Duran, please come here. You can have the mic.

5 PUBLIC COMMENT: Hello, everyone. My name
6 is Matthew Duran. And I represent -- well, I live in
7 the Lower Valley but I ride a bicycle every single day
8 for two -- about two years now and I'm very familiar
9 with with, I guess, the dangers, inherent dangers of
10 riding a bicycle in El Paso.

11 Statistically, one person will die on our
12 roadways once a week. And that's just fact of -- that's
13 just the fear of riding a bicycle. And my main concern
14 with this design is that we're buffering the cyclist and
15 the car with paint.

16 And if we all take a quick minute to look
17 at the ground, two of those squares is a two-foot buffer
18 and it just -- it just doesn't, in my opinion, it just
19 doesn't feel safe. It doesn't feel like something I can
20 encourage other people to use. Like I wouldn't put my
21 kid on this buffer. It doesn't feel -- it just isn't --
22 I mean, I think that's the main concern with everyone
23 here in El Paso, is the reason why we have such -- so
24 few cyclists, is because they just don't feel safe.

25 And I'm not aware of the funding or the --

1 you know, the economical obstacles as to why we can't
2 perhaps find a better design. I was mentioning that
3 there's that design behind the Fountains of Farah on
4 Viscount. And that is completely safe. It's completely
5 away from traffic. And I would, I guess, hope that
6 you-all would look for a design that would hopefully
7 keep safety in mind as much as possible.

8 Thank you.

9 MS. BOYD: Thank you, Mr. Duran. We will
10 now hear from Mariana Villalobos.

11 PUBLIC COMMENT: Hi. I'm a cyclist. I
12 ride a lot. Not every day, but three days a week at
13 least. I want to touch on what the young man said
14 earlier, about families.

15 I do have two little kids. They're seven
16 and nine. I would -- we do often ride our bikes to the
17 park, and it isn't safe. And what I would really like
18 for you as City folks is to maybe find some ways to let
19 the public become more aware that there are people and
20 kids on the streets. And pedestrian safety.

21 Maybe do some public outreach to cyclists
22 to other people. And let them know, "Listen, people are
23 on the roads. Let's watch out for them." Some sort of
24 campaign, you know, like the Walk El Paso walk campaign.
25 Do something like that, but for the bikes.

1 And it would be very nice to be able to
2 safely ride with my kids down the block. I wouldn't
3 take them on these buffered bike lines. I, myself,
4 would definitely take them. I love a buffered bike
5 lane. To me they're really nice, versus just riding on
6 the road without a lane. I feel a lot safer that way.

7 But for me, I think the ultimate goal
8 would be to be able to see more families on their bikes.
9 I see a lot of families on their bikes along Montwood,
10 which is very awesome. But I'm kind of a ways away from
11 Montwood, so I wouldn't necessarily take my kids all the
12 way down there.

13 And I guess that was it. I think public
14 education and I think this is really nice. I think more
15 of this should continue. And buffered bike lanes.

16 And more signage, too. More signs along
17 the road. I mean, I can go for 15, 20 miles, 30 miles
18 and only see a few signs that say "Share the Road" and
19 I'm like, "Well, there's a curve over ahead. There's no
20 sign that says Share the Road. How would somebody know
21 I'm out here if I'm not wearing a neon green sweater you
22 know?" And sometimes that neon green sweater isn't
23 always clean so I've got to wear the black one, you
24 know.

25 So I think definitely more signage and

1 public outreach. I think that would help the cycling
2 community feel safer. And El Pasoans know. Because a
3 lot of people do -- I mean, it's one way or another.
4 Some people are very kind and polite and they'll move
5 out of your way. And some people don't.

6 But I think if that were the case, if
7 there were more public just outreach in regards to,
8 "Look, we're going to do this and we're going to do it
9 in your neighborhood, and we're letting you know about
10 it and there might be more traffic, more bicycle
11 traffic. We want to encourage that." I think it's good
12 to get some help.

13 MS. BOYD: Thank you.

14 PUBLIC COMMENT: Mm-hmm.

15 MS. BOYD: Thank you. We will now hear
16 from Elizabeth Ramirez.

17 PUBLIC COMMENT: Good evening, everybody.
18 So my name's Elizabeth Ramirez and I came here from east
19 El Paso. It's taken me a couple of years to get back
20 out here to talk about this, but in 2014 I got hit by a
21 car riding my bicycle. I came here to represent east
22 El Paso. And first of all I want to thank the City of
23 El Paso and TxDOT for doing this, because I will tell
24 you that I've been riding since I was seven years old,
25 and we never had anything like this.

1 So I have a different outlook than some of
2 you may have about what we are doing. Predominantly
3 because it's a lot from what we've had.

4 I did talk to some of the representatives
5 here to speak about some of the rumble -- rumble dots
6 that we can do, maybe some of the sticks, to do a little
7 bit of what you spoke of with regard to the blocking.

8 It's a design. It's a design process.
9 But the bigger thing is, is some of the personal
10 responsibility that we as riders have to take, because
11 at the end of the day we have to be on the lookout for
12 our own personal safety as well, right? That's one of
13 the things that, you know, I as a rider was accused of,
14 as not doing -- when I went into a traffic light that
15 was green when I entered and red when I exited.

16 At the end of the day the biggest piece
17 that I shared with the City management office or the
18 City Traffic Management office is that I would like to
19 see the traffic cycles get worked into this plan.
20 Because the traffic cycling of the lights is geared for
21 vehicles that are moving at additional speed. And
22 that's throughout the State. And so, for obvious
23 reasons, that's like a water trickle effect that needs
24 to get adjusted throughout the design plans. Because
25 bicycles can only travel so fast and vehicles can travel

1 a lot faster than we can.

2 But, you know, things that have to be
3 designed into the plan, right? It's a plan in process.
4 And so we can't get it right the first time, right?
5 We've got to be conscious of that.

6 But I will tell you that, having grown up
7 in El Paso, it's been a long time coming and something
8 that we could definitely improve on. And I think that
9 it's a step in the right direction from where we've been
10 to where we are now.

11 I love to see this grow and, you know,
12 it's taken me a long time to get here, mostly because I
13 was really angry for a very long time. I don't ride
14 anymore. My bicycle's hanging in the garage and I ride
15 a Peloton inside because it's a lot safer. But I'd love
16 to be able to be out there again.

17 But at the end of the day it is what it
18 is. I suffered a full hamstring avulsion from a vehicle
19 that hit me from a complete stop when the light changed
20 and he decided it was time for him to go. It is what it
21 is, right?

22 But here's the deal, guys. As riders we
23 all just have to have a lot of personal responsibility
24 when we go into the road. And we've got to understand
25 that the plan's not going to survive first contact,

1 okay? It's a plan. It's not meant to be perfect.

2 But as riders we've got to be out there

3 and we've got to do the thing that's safe for us.

4 Because we're a bicycle and they're a car. So

5 understand that, when you get out into the road, it's

6 your life. Okay? I got lucky. But I'm sure you've all

7 read about the riders who don't get so lucky. Okay?

8 So wear your personal protective gear.

9 Pay attention to those lights. Don't play with them.

10 And when the weather's bad -- and I talked to them about

11 the inclement weather -- plan for that. I didn't need

12 to be riding in that wind. But I thought I could. It

13 happens. Think about that. And I talked to the City

14 planners about that as well.

15 MS. BOYD: Thank you. Thank you,

16 Ms. Ramirez.

17 We will now hear from Victor A. Ito.

18 PUBLIC COMMENT: Good evening. I'm Victor

19 Ito. I am a resident on the Murchison Drive, so I'm

20 here mostly talk about that border on Murchison Street.

21 And my concern is that is a curvy street and slightly

22 hilly, so the visibility factor is a major concern

23 there. Cars, unfortunately, tend to speed on that

24 street. I know they probably speed everywhere, but on

25 that street it is a major concern because of the

1 visibility factor.

2 One of the things that really sparked my
3 attention on this is that that cross-section over there
4 indicating Murchison Drive is a misrepresentation of the
5 actual conditions of that street.

6 On the north side of Murchison Street
7 there is no sidewalk whatsoever. From the very corner
8 of Brown Street almost all the way to Sierra Medical
9 drive or -- I don't know what it's called, Medical
10 Center drive, not exactly Medical Center drive, but
11 across from that nursing home that's there, it's called
12 Mountain View nursing home, there are no sidewalks
13 whatsoever on that stretch of Murchison Drive. So I'm
14 sorry, but that's a misrepresentation. Okay?

15 So now, with the proposed lanes for the
16 bicyclists, obviously that's going to need allocation or
17 space taken away from Murchison Drive. Plus the buffer
18 zone. It's a dangerous street.

19 Ten years ago a lady pedestrian was
20 killed. She was hit right there on 1325 Murchison
21 walking the street. She was killed. Two years ago
22 another car on one of those curves by First Presbyterian
23 Church went over the sidewalk and hit a house.

24 They -- I didn't take photos at that time,
25 but the house was hit. One of the rooms in the front of

1 the house was hit. So speed is a major concern there.
2 Safety of the people. Lives of people is a huge
3 concern. So I think this really needs to be addressed
4 and considered over again before these bike lanes are
5 done on Murchison Drive.

6 Basically, that's it. I'll submit some
7 photographs later to the City. Thank you very much.

8 MS. BOYD: Thank you, Mr. Ito. Thank you.

9 Okay. We will now hear from
10 [indiscernible]. I think he left. He's not here
11 anymore. [Indiscernible]. I think he left his written
12 comments.

13 We will now hear from Melissa Lugo.

14 PUBLIC COMMENT: Hello, everyone. I'm an
15 avid bicyclists. I ride mostly for transportation. So
16 it's not really just for fun but to get to work, to
17 get to -- buy groceries, things like that that are
18 essential.

19 And overall coming to the meeting and
20 seeing the designs, very disappointed just to see that
21 it's paint buffer when national statistics of safety
22 show that when it's a protected bike lane and there's a
23 connected network of protected bike lanes more people
24 will use it and it's inclusive for all ages and all
25 abilities to get where they need to go. So,

1 unfortunately, paint and buffer while people are texting
2 or distracted, does not save lives like protective bike
3 lanes do.

4 So whatever the limitations are for those
5 types of designs -- I understand, you know, designers
6 are limited to those in funding with City leadership and
7 everything else that comes into play for funding
8 protected bike lane infrastructure.

9 We can go more into that in terms of,
10 like, all of the new freeways that have been
11 constructed, for eight miles of freeway would fund, you
12 know, an entire city network of protected bike lanes.
13 So that's something to consider.

14 I also had some questions about the --
15 like the Murchison -- the Murchison section where there
16 is the -- parking is on the side of the residential
17 section and then you have the bike lane in the door
18 zone. So I don't know if that can be flipped to have
19 the parking protected bike lane design in that so that
20 the cyclists are -- are on the safer section of the
21 intersection.

22 And then also going through the
23 presentation, when you-all were presenting and said that
24 the parking wouldn't be affected. I don't know if
25 that's interpreted as -- as that cars can still park in

1 the bike lane and they would not be, like, accountable
2 to parking citations or law enforcement that would say
3 you can't park in the bike lane as an obstruction for
4 people traveling by bike.

5 And then I'd also like to see some crash
6 data along with the speed limits and maybe a health
7 impact assessment as part of that public announcement
8 that the reason we want to have a network of connected
9 bike lanes is because it's better for people's health
10 and it's a positive image that people can get out and
11 feel safe, all ages, all abilities, and stick to that
12 main theme that we're positive about our vision for
13 El Paso being an active city.

14 And lastly, just to clarify on that
15 signage about Share the Road, it's been shown
16 statistically that drivers have better -- like, less
17 aggression if it's -- the signage says Full
18 [indiscernible] Use Full Lane versus Share the Road.
19 Because Share the Road, they may still feel inclined to
20 yell at the cyclist and say, you know, "You're not
21 sharing," versus the cyclist can occupy the full lane,
22 by law.

23 And then overall, just -- I forget who was
24 addressing it, but I think it was your comments
25 (indicating). Just overall, in terms of the -- like the

1 intersection treatments or having the lights for
2 cycling, that's definitely saying to cyclists that
3 you're putting people's safety over level of service.
4 Because when we see a design that's made to prioritize
5 vehicular traffic versus, you know, pedestrian and
6 cycling, we're still saying what -- our biggest concern
7 and our biggest priority right now is just to maintain
8 level of service versus people's safety.

9 PUBLIC COMMENT: Right and what I meant by
10 that is that they need to be modified to account for
11 slow riders. Because levels are not the same. A fast
12 rider can get across at 20 miles an hour and a slow
13 rider's going to ride 10 -- 10 miles an hour.

14 MS. BOYD: I want to thank you, Ms. Lugo,
15 for your comments.

16 This concludes this evening's Public
17 Hearing. We don't have any more speakers. Correct? So
18 thank you for attending. The time now is 7:45. Thank
19 you.

20 (Public Hearing concluded at 7:45 p.m.)

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CERTIFICATE

I, Leticia D. Perez, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above and foregoing contains a true and correct record, produced to the best of my ability via machine shorthand and computer-aided transcription, of the proceedings had in this matter.

Certified to by me on February 7, 2020.



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Attachment F Comments Received

Deadline for public comments

Thursday, February 20, 2020

Comments

Submitted by email or phone	8
Submitted in writing at the hearing	4
Submitted verbally at the hearing	5
Submitted by mail	1

Contents

1. Comments Received

Cano, Obed A.

From: Jackson Hurst <[REDACTED]>
Sent: Monday, January 20, 2020 10:55 AM
To: Cano, Obed A.
Subject: Bicycle Connectivity Infrastructure Phase II

Hi i would like to be added to the mailing list for the Bicycle Connectivity Infrastructure Phase II Project. My mailing address is [REDACTED].

sent from [REDACTED]

Cano, Obed A.

From: Marshall Carter-Tripp <[REDACTED]>
Sent: Monday, January 20, 2020 10:52 AM
To: Cano, Obed A.
Subject: About Bicycles

With regard to bicycle connectivity. As the City moves to increase bicycle enhancements on roadways, I would offer the following comment:

I am increasingly reluctant to drive at night, and one reason is the growing number of bicycle riders (and joggers and walkers) who are out after dark in all-black outfits, no lights on their bikes or helmets, not even a white sock or scarf. Do they think that because they can see my car I can see them?

I understand that the Texas Department of Transportation has published rules requiring for night bicycle riding that there be a headlamp on the front of the bicycle with a white light visible for 500 feet, and a red reflector or lamp on the rear visible for 300 feet (reflector) or 500 feet (lamp). May I urge the City to publish these rules - they are for the safety of both riders and drivers!!

Thank you.

Marshall Carter-Tripp

Cano, Obed A.

From: meghan curry <[REDACTED]>
Sent: Monday, January 20, 2020 7:08 AM
To: Cano, Obed A.
Subject: Bicycle Connectivity Infrastructure

I just received notice about the Phase II plans for several eastside bike zones. I may have missed earlier notices, but was wondering if / when a route connecting Mesa will planned. I frequently commute via back roads and bike lanes on the westside with little issue unless I have to travel north, beyond Executive. There is currently no safe way to travel north, toward Sunland Park. I've even been hit by a car riding on the side walk on Mesa and will not ride in traffic on that road despite riding in most other section of the city. With the mountains on the West and queries on the East - there is no other route North currently besides Mesa. The PDN trail will be decades away for this section. Please consider a safe cycle zone from executive to Sunland park on Mesa.

Thank you,

--
Meghan Curry

Cano, Obed A.

From: Duran, Matthew
Sent: Thursday, February 6, 2020 2:54 PM
To: Cano, Obed A.
Subject: Public Comment Submission for Bicycle Infrastructure Meeting 2/5/2020

Follow Up Flag: Follow up
Flag Status: Flagged

I do not think painted bicycle lanes adequately address El Pasoans traffic safety concerns. An 18 or 24 inch painted buffer will not keep me safe from drivers who are: speeding, on their cell phones, and/or under the influence.

Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: <https://cbs4local.com/.../city-says-green-boxes-on-resler-dri...> The current state of the painted bicycle lanes throughout El Paso show the failure of this design's longevity and practicality; if you can't even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails).

Drivers regularly and illegally use painted bicycle lanes as street parking, forcing a rider to merge into car lanes. **But a design with a bicycle/multi-use path completely separated from motorized vehicles by a physical barrier will alleviate safety concerns and save lives.**

Thank you and I look forward to reading your official response.

Matthew Duran

Cano, Obed A.

From: Melissa Lugo <[REDACTED]>
Sent: Tuesday, February 11, 2020 12:09 AM
To: Cano, Obed A.
Subject: City of El Paso Bicycle Connectivity Infrastructure, Phase II

Obed Cano,

El Pasoans need a connected & protected bike infrastructure network that begins with phase I & II.

I recently attended the city Bicycle Connectivity Phase II public meeting and was disappointed to find that none of the designs were much needed protected bike lanes, especially those on higher speed arterials and connectors like Lomaland, Murchison, Pelicano, and Tierra Este. I typically bike Edgemere which has a painted lane that ends at intersections making it unsafe while motorists may be texting or distracted. Painted bike lanes and sharrow simply is not enough to save lives and encourage all ages and abilities to be active and ride, this includes infrastructure appropriate for children.

Not everyone has a choice whether they ride or not, even in harsh conditions. Most bicycle commuters ride because they have no other transportation choices. So its on City and staff to design safe bike lanes appropriate for all ages and abilities.

The design standards as proposed do nothing to improve safety and inclusivity for all ages and abilities for biking in El Paso.

Installing "May Use Full Lane" signage on bike friendly infrastructure vs. "Share the Road" has been shown to improve understanding and decrease driver aggression toward cyclists.

Bicycle lane design should be specific to the traffic conditions, crash data, and speed limits (this info was not provided at the public hearing) of the current road infrastructure and should not be a cookie-cutter solution as was seen of the proposed designs.

According to the project presentation current parking conditions will not be affected. Does this mean there will be no accountability for parking and obstructing bike lanes? Protected bike lanes will also ensure that motorists do not park in bike lanes, obstruct cyclists travel and forcing them to ride in traffic.

Murchison will be getting buffered, door zone bike lanes. Riding directly adjacent to parked cars, in their door zone (the space adjacent to cars where when motorists open their door, they obstruct the bike lane and the door and rider will collide with potentially deadly results). The safer option would be to move the parking lane out, creating a parking protected bike lane where the parked cars provide physical protection for riders.

For phase III please include the entire bicycle lane network displayed at public meetings to make it accessible to see the where bike lanes are connecting to.

Invite more staff and community members who ride bicycles to travel these routes by bike to collect accurate information before planning in order to implement safe design appropriate for all ages.

Thank you for considering my input.

--

Melissa M. Lugo, [REDACTED]
[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

Cano, Obed A.

From: Trinidad Agosto <[REDACTED]>
Sent: Tuesday, February 11, 2020 1:07 PM
To: Cano, Obed A.
Subject: Painted bicycle lanes

Painted bicycle lanes erode and decay quickly and will require frequent repainting. See our local news article detailing this: <https://cbs4local.com/.../city-says-green-boxes-on-resler-dri...> The current state of the painted bicycle lanes throughout El Paso show the failure of this design's longevity and practicality; if you can't even see the paint, what was the point? I would encourage the design team to consider other design options. Boulder, CO and Tucson, AZ are some of the leaders in city bicycle infrastructure and can offer great examples of urban design prioritizing vulnerable road-users (bicycle highways, separated bicycle paths, hike/bike trails).

Cano, Obed A.

From: Marguerite Mauritz <[REDACTED]>
Sent: Tuesday, February 18, 2020 10:27 PM
To: Cano, Obed A.
Subject: Bicycle Connectivity Infrastructure Phase II: public comment

Dear Capitol Improvement Department,

I am an avid cyclist who uses streets and bike lanes as a primary mode of transportation and to commute to work. I am writing in regard to the public hearing on the Bicycle Connectivity Phase II plan held on February 5th, 2020. I would like to thank the department and all project staff who attended the meeting for the time and effort invested in holding a public hearing. This plan takes some important steps toward increasing bike lane connectivity throughout the city of El Paso and leaves a number of places for critical improvement.

The ideal for every community is to have fully protected bike lanes that optimize cyclist and vehicle safety by completely separating cyclists from the flow of traffic. Protected bike lanes are undoubtedly the safest and most inclusive way to develop bicycle infrastructure in a city. However, given limited resources, safety must still remain a priority. It is insufficient to simply paint lines on roads with no regard to the specific road conditions and needs of cyclists. Based on close examination of the materials presented at the public hearing I have a number of suggestions that must be considered to truly advance bicycle infrastructure and cyclist safety in El Paso.

Suggested improvements to the current plan:

- As per National Association of Transport Officials (NACTO) guidelines the size of the entire bike lane and the buffer margin must be scaled to the traffic condition of each road. This means a road with a faster speed limit for cars needs a wider bike lane and a wider buffer to provide adequate protection to cyclists.
- Buffering against parked cars should also be considered as people exiting parked vehicles, reversing, or parking improperly become substantial hazards for cyclists
- All bike lines should be accompanied by frequently placed signs that are visible to car traffic and assert the rights of cyclists on the road. Language such as 'Cyclist has right of way' or 'Cyclist may use full lane' creates a safer atmosphere for cyclists as it affirms the right of the cyclist to vehicular road users.
- Where road geography creates unsafe conditions such as the blind corner on Murchison Dr. mirrors can be placed strategically to improve visibility for both cyclists and motorists
- The plan for intersections is currently unclear and the entire public hearing omitted any information for how intersections will be designed. Intersections are a major location for bicycle accidents and fatalities and it should be considered that a bicycle navigates an intersection completely differently from a car.

- Traffic light timing should be adjusted to ensure that a slow cyclist can clear an intersection before the light turns green for crossing traffic
- Intersections should be marked to give priority and increase visibility for cyclists (eg: green boxes that move cyclists ahead of traffic and position them for a head start when lights change)

A number of things remain unclear, even after the public hearing, and I urge the planning team to consider these as they finalize the bicycle lane designs:

- How will the plan facilitate and make left turns safer for cyclists?
- At the planning meeting it was stated in multiple instances that parking will not be affected. Does that mean that parking will be allowed to obstruct bike lanes?

During the meeting some information that is crucial to assess the bicycle plan was omitted. This includes:

- It would be extremely helpful to show proposed lanes in the context of existing lanes to give a better sense of connectivity
- The speed limits of roads with planned bike lanes must be displayed to properly assess the appropriateness of proposed bike lane widths
- There were a number of contradictions between different information sources (eg: the Mosswood Corridor bike lane was stated to be 4' on the information boards and 3' wide in the presentation). This undermines public trust of the planning committee and reduces confidence that information has been shared honestly and transparently
- Information was inconsistent across different types of displays, particularly the start and end of each bike lane was unclear between the street plans and the street design schematics. Again, this creates doubt that the plans are honest and transparent.
- It was never stated how public comments will be taken into consideration, nor how comments will be evaluated and added to improve the existing plans

I would like to restate my thanks to the Department for holding a public hearing and making it possible to submit comment via many channels. The opportunity for public comment is invaluable to community development projects. I would urge the department to consider that 'something is not better than nothing', and it is insufficient to simply paint lines on roads. Bike lanes must be designed with cyclist safety as the main priority, consider parking and speed-limit conditions of each road, assert the rights of cyclists to use the road, and extend the safety of cyclists to intersections which are highly dangerous situations for every cyclist.

Many thanks for taking the time to read my comments.

Sincerely,
Marguerite Mauritz.

Cano, Obed A.

From: Maggie Barnes <[REDACTED]>
Sent: Thursday, February 20, 2020 5:39 PM
To: Cano, Obed A.
Subject: Bicycle Connectivity Infrastructure Phase II, CSJ: 0924-06-543

This email is in response to the public hearing on new bicycle lanes held on February 5, 2020 at Marty Robbins Recreational Center.

Overall, I am very happy to see the city of El Paso adding new bicycle lanes. However, I have a few reservations about the plans as unveiled at the February 5 meeting.

Opportunity for Public Comment

One of the most worrisome things to me at the meeting was that the widths of the lanes and buffer areas for multiple proposed bike lanes were shown to be larger on the posters than in the power point - and people had the option to examine the posters at their leisure while the power point was sped through quickly. I did not request a copy of the posters and power point as I had intended to prior to writing this comment, but as I recall in every instance in which the widths were different the bike lane and buffer widths were smaller in the power point than on the posters, and I was told the power point contained the more updated plans. I believe most attendees did not notice the discrepancies and therefore are basing their comments and acceptance/nonacceptance of the bike plan based on the information provided on the posters, meaning they likely did not have a chance to object to the smaller lane size listed on the power point.

Lane and Buffer Widths

I am concerned that the bike lane and buffer width is being reduced as planning moves forward, especially for the faster moving roads. While I commute in central, often on roads with no bike lanes (due to the lack of availability of such lanes), there are a number of bike lanes in town I will not use. These include the bike lanes on Shadow Mountain / Westwind and George Dieter. The reason that these bike lanes are terrifying is because they are small unbuffered/unprotected bike lanes on fast moving busy wide roads - meaning cars are generally going too fast and paying little attention to ensure any sort of safety for cyclists. I worry that the building more narrow unprotected bike lanes on busy roads like that will allow the city to say that there are more miles of bike lanes without providing cyclists with a safer option on the ground. This is of particular concern on the proposed Pellicano and Lomaland routes, where out of respect for the speed and quantity of traffic bike lanes should be a minimum of 4' with a 2' buffer (for a one way bike lane), but the general principal is true throughout the plan.

El Paso Municipal Code 12.80.220(b) calls for cars and light trucks to give cyclists 3 feet of space and for trucks larger than light trucks to give cyclists 6 feet of space, and bike lanes should be build so that a cyclist can ride at or near the center of the bike lane and receive that prescribed amount of safety buffering without traffic next to the bicycle lane needing to change their driving patterns.

Signs

I am concerned about the city's performative use of the term 'bicycle boulevard.' Where a sharrow is used to designate that bikes are supposed to use a specific route, signage should indicate "Bikes may use full lanes" or similar rather than "Share the Road," as "share the road" signs illustrate bikes cowering on one side of the road

while vehicles pass close by. I have personally been yelled at more than once on El Paso roads when I am as reasonably to the side of the road as I can be while providing for my safety and cars feel they have been momentarily delayed; signs which tell drivers cyclists are allowed to use as much of the lane as we want for our safety would be amazingly helpful.

Connectivity

Obviously we do not have a fully connected bike lane system in El Paso yet. I would love to see a full citywide system of protected bike lanes in the future, but I think bike lanes that consist of no more than paint and signage are generally a step in the right direction. They must, however, be wide enough to ensure for cyclist safety. Narrow bike lanes on busy or fast moving roads are actively unsafe for cyclists and are, in my opinion, far worse than no bike lane at all.

Please give cyclists adequate safe space and protective signage when creating bike lanes.

Respectfully,
Margaret Barnes

[REDACTED]
[REDACTED]
[REDACTED]



AUDIENCIA PÚBLICA

Infraestructura de Conectividad Ciclista, Fase II
Condado El Paso, Texas
CSJ: 0924-06-543

miércoles, 5 de febrero del 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(POR FAVOR USE LETRA MOLDE)

NOMBRE: EPHRAIM VIVAR

DIRECCIÓN: _____

REPRESENTANDO: TRAVIS WHITE / TEXAS MYRTLE

HOJA DE COMENTARIOS

Esta hoja ha sido proporcionada para recibir sus comentarios con respecto al proyecto. Por favor utilice el espacio proporcionado abajo, e incluya páginas adicionales en caso necesario. Sus comentarios se pueden depositar en la "Caja de Comentarios" o ser enviados por correo a la dirección indicada abajo. Comentarios por escrito deben estar matasellado por las oficinas de correo postal a más tardar el jueves, 20 de febrero del 2020. Gracias por sus comentarios.

COMENTARIO: AFTER RETURNING TO EL PASO, WE WERE PLEASED
TO SEE OUR CITY ACT MORE LIKE THE CITY WE MOVED FROM. ENCOURAGING
AN ACTIVE LIFESTYLE BY PROVIDING BIKE PATHS + RIGHTWAYS.
THE INFRASTRUCTURE LOOKS AMAZING.
WE PRAY THESE EFFORTS CONTINUE FOR SAFER ROADS AND LIFESAVING
DRIVER AWARENESS.
SOME OF THESE SMALL SECTIONS BECOME GREAT ALERTS. FOR DRIVERS
MANY OF THESE DRIVERS NEED TO BE REMINDED TO REMAIN ALERT EVEN IN
NON BIKE PATH SECTIONS. SO FOR THIS, I'D LIKE TO
THANK Y'ALL

Todos los comentarios por escrito mandados por correo deben tener el sello postal a más tardar el jueves, 20 de febrero de 2020 y enviados a:

Capital Improvement Department

Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II

218 N. Campbell – Second Floor

El Paso, TX 79901

CanoOA@elpasotexas.gov



PUBLIC HEARING

City of El Paso
Bicycle Connectivity Infrastructure, Phase II
El Paso County, Texas
CSJ: 0924-06-543

Wednesday, February 5, 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(PLEASE PRINT)

NAME: Elizabeth Ramirez

ADDRESS: [REDACTED]

REPRESENTING: Self / El Paso Cyclist

COMMENT FORM

This form is provided to receive your comments regarding the proposed bicycle enhancements. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by Thursday, February 20, 2020. Thank you for your comments.

COMMENTS: In review of the proposed plan, I would like to ask the City Traffic Management Office consider developing information within the current Bicycle Connectivity Infrastructure Phase II (CSJ No 0924-06-543) plan that illustrates how traffic lights (more specifically light cycles) will be adjusted, to account for, or account for, bicyclist speeds - which may vary depending on rider abilities. Current light cycles account for vehicle-car/truck speeds crossing traffic - not bicycles. Please consider making provisions to account for light cycle speeds - In my case, this matter resulted in a vehicle departing from a full stop and hitting me as I crossed a 3 lane street when the light cycled to red. The need exist.

Written comments submitted by mail must be postmarked by Thursday, February 20, 2020 and sent to:

Capital Improvement Department

Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II

218 N. Campbell - Second Floor

El Paso, TX 79901

CanoOA@elpasotexas.gov



AUDIENCIA PÚBLICA

Infraestructura de Conectividad Ciclista, Fase II
Condado El Paso, Texas
CSJ: 0924-06-543

~~miércoles, 15 de mayo del 2018~~
Wed. Feb. 5, 20 20
6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(POR FAVOR USE LETRA MOLDE)

NOMBRE: VICTOR A. ITO tel. [REDACTED]

DIRECCIÓN: [REDACTED]

REPRESENTANDO: CITIZENS' SAFETY CONCERNS
(MURCHISON CORRIDOR)

HOJA DE COMENTARIOS

Esta hoja ha sido proporcionada para recibir sus comentarios con respecto al proyecto. Por favor utilice el espacio proporcionado abajo, e incluya páginas adicionales en caso necesario. Sus comentarios se pueden depositar en la "Caja de Comentarios" o ser enviados por correo a la dirección indicada abajo. Comentarios por escrito deben estar matasellado por las oficinas de correo postal a más tardar el jueves, 20 de febrero del 2020. Gracias por sus comentarios.

COMENTARIO: The City of El Paso is negligently misrepresenting the EXISTING CONDITIONS OF a large portion (Corner of Brown St. all the way to the area across from Mountainview Nursing Home (Before Medical Ctr. Dr.)). ON YOUR "ENGINEERING" & "STREET" DEPT. cross-section plans/drawings, you falsely indicate that there is a sidewalk on the northern portion of Murchison Dr. FALSE. There exists NO sidewalks on that side of Murchison! This is a Huge Safety concern due to the fact that too many citizens need to go to the Medical offices & Hospital facilities all along this corridor. In addition, a corner park on Brown/Murchison, demands the need for sidewalks FIRST, & in a sense of urgency. In Dec 20, 2009, a pedestrian was killed by a car right there on ~ 1325 Murchison.

Todos los comentarios por escrito mandados por correo deben tener el sello postal a más tardar el jueves, 20 de febrero de 2020 y enviados a:

Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901

* The street (Murchison) is curvy and slightly hilly.
* Thus, visibility of street sight is limited.
* Speed is a major factor; too challenging for enforcement by the City.

CanoOA@elpasotexas.gov

* CARS frequently have driven onto properties along Murchison.

* Prioritize the lives of residents by first addressing and constructing the necessary sidewalks. There is barely enough space for this; (not bike lanes)
* this is a high-traffic street... and the dangers/risks of having people get run over, will



PUBLIC HEARING
City of El Paso
Bicycle Connectivity Infrastructure, Phase II
El Paso County, Texas
CSJ: 0924-06-543

Wednesday, February 5, 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(PLEASE PRINT)

NAME: Elizabeth Ramirez

ADDRESS: [REDACTED]

REPRESENTING: East El Paso TX

COMMENT FORM

This form is provided to receive your comments regarding the proposed bicycle enhancements. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by Thursday, February 20, 2020. Thank you for your comments.

COMMENTS: In reviewing City of El Paso Bicycle Connectivity Infrastructure Project
Phase II, CSJ 0924-06-543, will city police receive a refresher training
in relation to cyclist TRC guidance related to roadway changes in their respective
areas and be afforded visibility regarding changes in the traffic management
as they will pertain to these areas? Affording revenue/planning and
consideration as the City implements this project is instrumental to its success,
the safety of the cyclist and the drivers of El Paso.

Written comments submitted by mail must be postmarked by Thursday, February 20, 2020 and sent to:
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov

CanoOA@elpasotexas.gov.

Dear Mr. Cano,

I am in receipt of your notice regarding the proposal for “bicycle enhancements”. These enhancement proposals are for various parts of the city but I have some comments to make as regards, specifically, the Murchison Corridor, beginning on Brown Street and ending on Arizona Avenue.

For your consideration, I point out the following:

1. Beginning on the North side of Brown and Murchison ALL structures are private residences. On the corner of Brown and Murchison (north side) are condos. These properties have exits only onto Murchison. All other properties on the North side of Murchison can exit only onto Murchison, including two “culdesacs”; one across Murchison from Georgia and the other is Gurs. In summary, all traffic from these homes exit onto Murchison.
2. On the South side of Murchison, beginning on Brown, are the following: One out-patient Surgical Center and a Dialysis Center; both very busy. Next is a church; busy every day of the week. All the traffic enters and exits through Murchison. Continuing East, all are residential homes, all the way to Georgia. Before Georgia is Lazy Lane. Lazy Lane is a Dead End street with approximately 20 homes, and all traffic exits and enters Lazy Lane from Murchison. Georgia, east of Lazy Lane, is one of two two-way streets. Before Medical Center Dr. is a Long-Term Care facility which also draws a lot of traffic.
3. The next street is Medical Center Drive which runs North-South. After Brown and Murchison, this is the only traffic light on Murchison. Medical Center Dr is one of two two-way streets which leads to Cliff.
4. Occasionally, I see patients in walkers or wheel chairs, accompanied by staff, walking down Murchison within the white line that designates parking in front of homes up and down Murchison. I can say that these white lines that allow parking in front of homes are a tremendous benefit, especially for ambulances, healthcare providers, fire engines, police cars, etc., that need to park in front of one of these homes on Murchison.
5. After Medical Center Drive there is a cluster of medical buildings that border Murchison, including a hospital and further East on Murchison and Cotton is another Long Term Care facility. All the medical buildings bordered by Medical Center Drive, Murchison Dr., Cliff and Laurel are extremely busy buildings.
6. Currently, Murchison Dr. is a two-lane street. Although the speed is monitored electronically, regular traffic doesn't run at the speed limit of 30MPH. Consider the number of ambulances and other emergency vehicles that need access to three different hospitals and three long-term care facilities. Also consider the number of employees working at all these facilities that have to use Murchison Dr. to get to their place

of employment.

It was previously proposed to make Murchison a ONE-LANE street. This change would NOT be wise as we have frequent emergency vehicles that need fast access to several of these medical facilities. The current proposal is to promote bicycling on this street. Bicycling on a residential street NOT inhabited or encumbered by so many medical facilities and medical services can accommodate bicycle lanes but NOT Murchison Dr. The other change that would NOT be of benefit is converting Murchison into a ONE-LANE street.

Another problem that I brought up before is the fact that we have NO crosswalks on Murchison until we get to Cotton and Murchison which happens to be approx. ½ mile away. We have families that live across the street from each other. I've seen a Dad carrying a baby running across Murchison to get to his parents' house across the street. To cross Murchison I have to walk a distance of two blocks west to the traffic light or east, approx. 1 ½ blks to the traffic light at Medical Center Dr.

Mr. Cano, a few years ago when Murchison didn't have enough lighting and the lane markings were indistinguishable, I circulated a petition on Murchison between Medical Center Dr. and Brown calling attention to these two problems. We got very positive results. I am offering to circulate another petition to address the bicycle lanes. I believe we have the right to voice our opinion regarding bicycles on our street. Adding bicycle lanes would reduce regular traffic lanes to one instead of two. One lane cannot handle the amount of regular plus emergency traffic on Murchison. Please contact me to give me a response.

P.S. We need police to monitor speed limits and enforce the 30MPH.

Thank you!

(MRS.) *Evangelina (Vangie) De Luna*

██████████
██████████

P.P.S Traffic going to the Northeast from the West side tend to use Murchison Dr. as a quicker route

Attachment G
Public Hearing Presentation Materials

Presentation

PowerPoint Presentation
Display Boards

Handouts at the Public Hearing

Agenda
Comment Card
Speaker Registration Card

Contents

1. PowerPoint Presentation
2. Public Hearing Displays
3. Public Hearing Handouts

PowerPoint Presentation



Public Hearing

City of El Paso
Bicycle Connectivity Infrastructure Phase II
CSJ No. 0924-06-543

El Paso, Texas
Wednesday, February 5, 2020
Marty Robbins Recreation Center



Hearing Information

- **Purpose of the Public Hearing:** To present the proposed improvements, to receive public feedback, and to comply with the Texas Transportation Code.
- **Options for Commenting:**
 - 1) Verbal comments for the official record will commence after the intermission
 - 2) Written comments can be placed in the comment box
 - 3) E-Mail comments to: CanoOA@elpasotexas.gov
 - 4) Mail comments to: Capital Improvement Department
Attn: Bicycle Connectivity Infrastructure Phase II
218 N. Campbell, Second Floor
El Paso, Texas 79901
- **Deadline for comments:** Thursday, February 20, 2020

***Public Hearing Report will be posted at <https://www.elpasotexas.gov/capital-improvement> and TxDOT website when analysis is complete.



Public Hearing Notices

AVISO DE AUDIENCIA PÚBLICA
 Infraestructura de Conectividad Ciclista, Fase II
 Condado de El Paso, Texas
 OSJ: 0924-06-543

PUBLIC HEARING NOTICE
 Bicycle Connectivity Infrastructure Phase II
 El Paso County, Texas
 OSJ: 0924-06-543

The City of El Paso, in conjunction with the Texas Department of Transportation, will be conducting a public hearing on proposed bicycle enhancements to various roadways. The City is proposing to reconfigure the existing roadway to accommodate buffered bicycle lanes and bicycle boulevard travel lanes in various locations. The locations of improvements would include:

- Lomaland Drive from Pellicana Drive to Trawood Drive
- Mosswood Street from Trawood Drive to Vionwood Drive
- Murchison Drive from Brown Street to Arizona Avenue
- Magnolia Street from Murchison Drive to Arizona Avenue
- Arizona Avenue from Murchison Drive to Alamosa Street
- Pellicana Drive from George Dieter Drive to Lomaland Drive
- Tierra Eche Road from RC Poe Road to Peñole Hills Boulevard
- Pendale Road from Yermoland Drive to North Loop Drive

The total project length would be approximately 7 miles and would be constructed within the existing right-of-way (ROW). The hearing will take place on **Wednesday, February 6, 2020** with an open house starting at 6 p.m. and the formal presentation commencing at 7 p.m. The hearing will be held at the **Marty Robbins Recreation Center** located at **11820 Vata Del Sol Dr., El Paso, TX 79936**.

The purpose of the proposed project is to improve bicycling mobility in the project area. The project would not require the acquisition of additional right-of-way. The proposed project is not anticipated to impact any features of the U.S. or floodplains.

The purpose of the hearing is to provide information about the proposed project and gather input from the public on the proposed project. Persons interested in attending the public hearing that have special communication or accommodation needs should contact the City of El Paso Public Information Office, Russell Williams at (915) 212-2579 at least two days prior to the hearing. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two days prior to the public hearing. The City will make all reasonable efforts to accommodate these needs.

Maps of the project study area and layouts of the project, as well as environmental documents will be available for review and comment during the hearing. Project staff will be available to answer questions. The same information will also be available for review 15 days prior to the hearing at the City of El Paso Capital Improvement Department Office, 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, from 7:30 a.m. to 4:30 p.m.

Verbal and written comments from the public regarding this project are encouraged. Comments may be submitted either at the public hearing or within 15 days after the hearing. Written comments may be mailed to the following address: **Capital Improvement Department, Attn: Bicycle Connectivity Infrastructure Phase II, 218 N. Campbell, Second Floor, El Paso, Texas 79901**. Comments may also be emailed to CanoOA@elpasotexas.gov. Comments must be submitted on or before **Thursday February 20, 2020** to be included as part of the public hearing record. If you have any questions or would like to discuss the project in more detail, please contact Obed A. Cano, Project manager, at (915) 212-1872.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 3, 2019, and executed by APWA and TxDOT.

- **El Paso Times – El Diario**
 English and Spanish legal notices were published on Tuesday January 21, 2020.

- **Invitations**
 Invitations were mailed to elected officials and adjacent property owners on January 15, 2020



Introductions

- Elected Officials

- Project Team Members



Hearing Agenda

1

Welcome

2

Project Overview

3

Environmental Overview

4

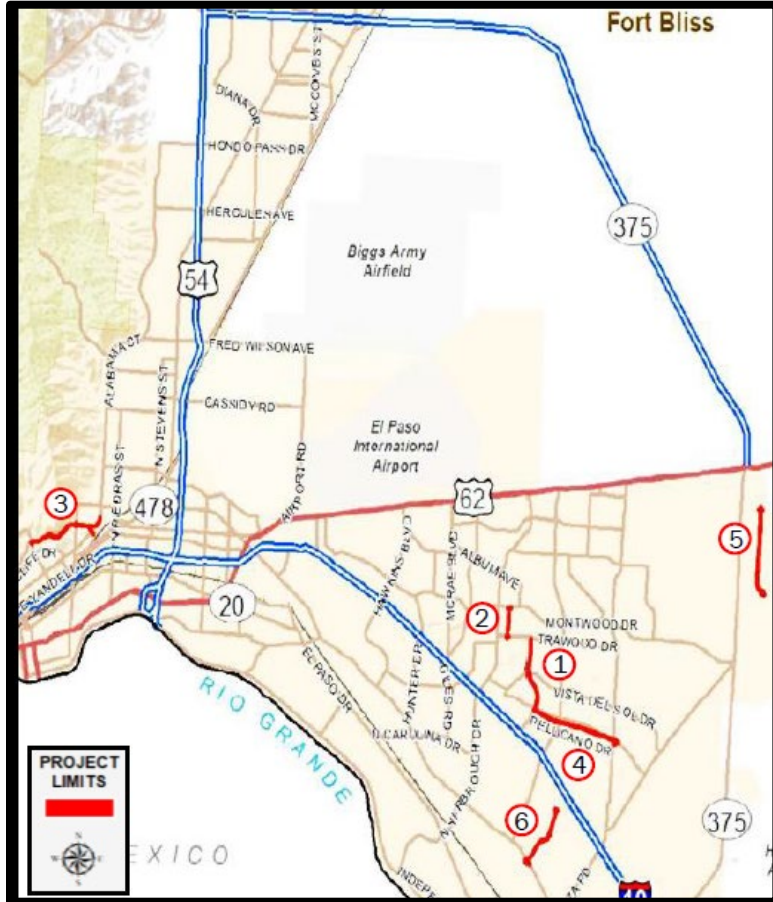
Intermission

5

Public Comments



Project Locations



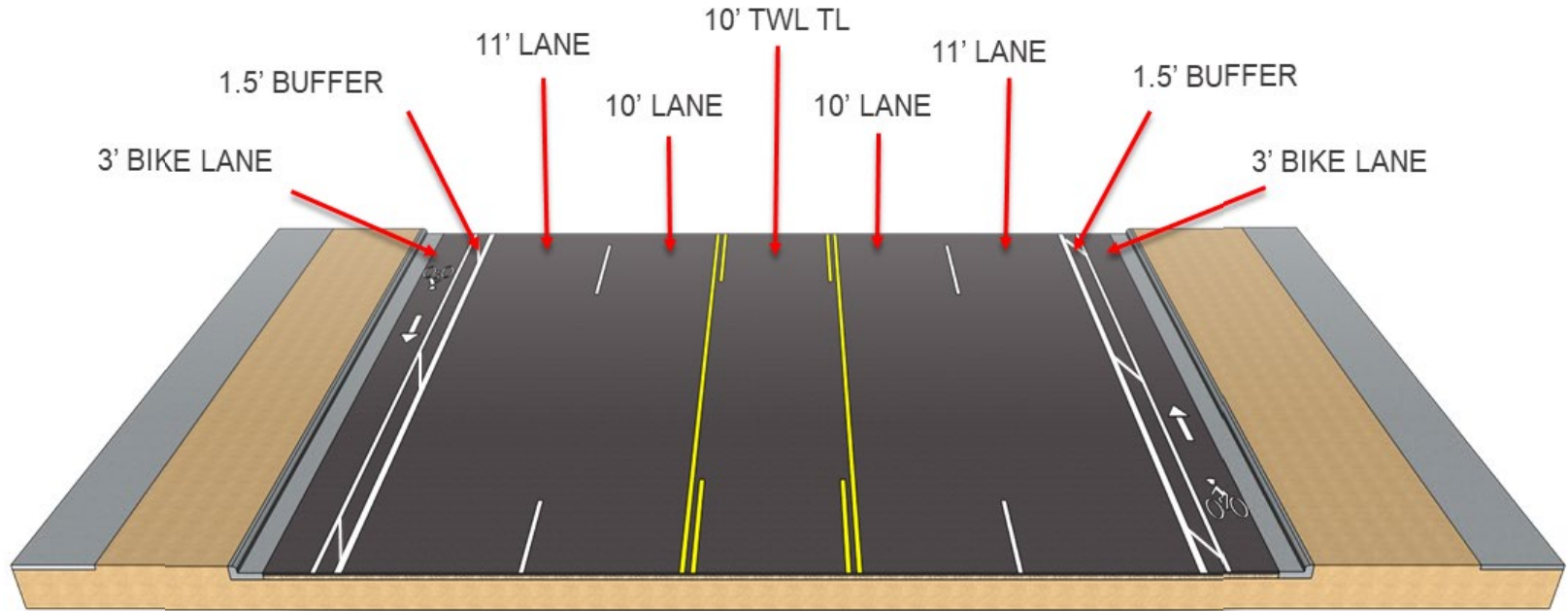
1. Lomaland Drive
2. Mosswood Street
3. Murchison Drive
 - I. Arizona Ave.
 - II. Magnolia
4. Magnolia Street
5. Arizona Avenue
6. Pellicano Drive
7. Tierra Este Road
8. Pendale Road



Project Description

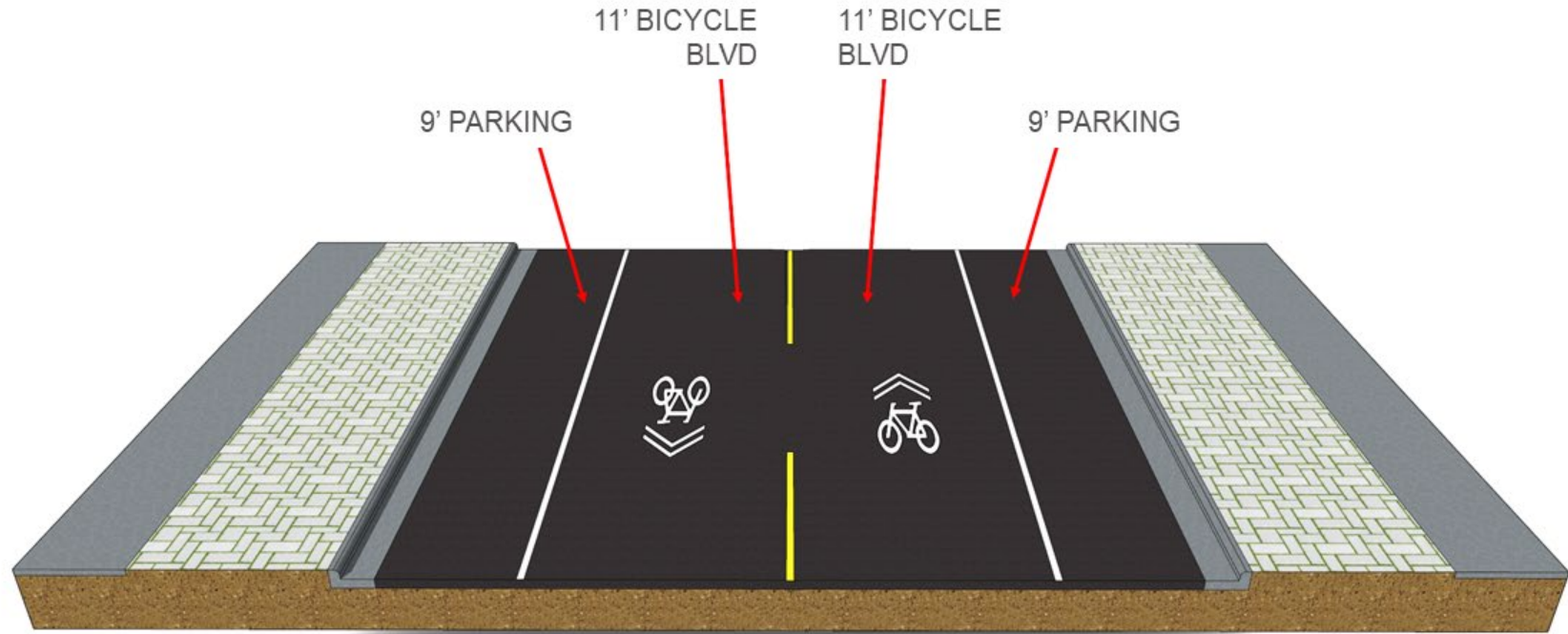
- Restriping existing roadways to accommodate bicycle lanes
- Approximately 7 miles combined project length
- All constructed within City of El Paso right-of-way

LOMALAND DR.



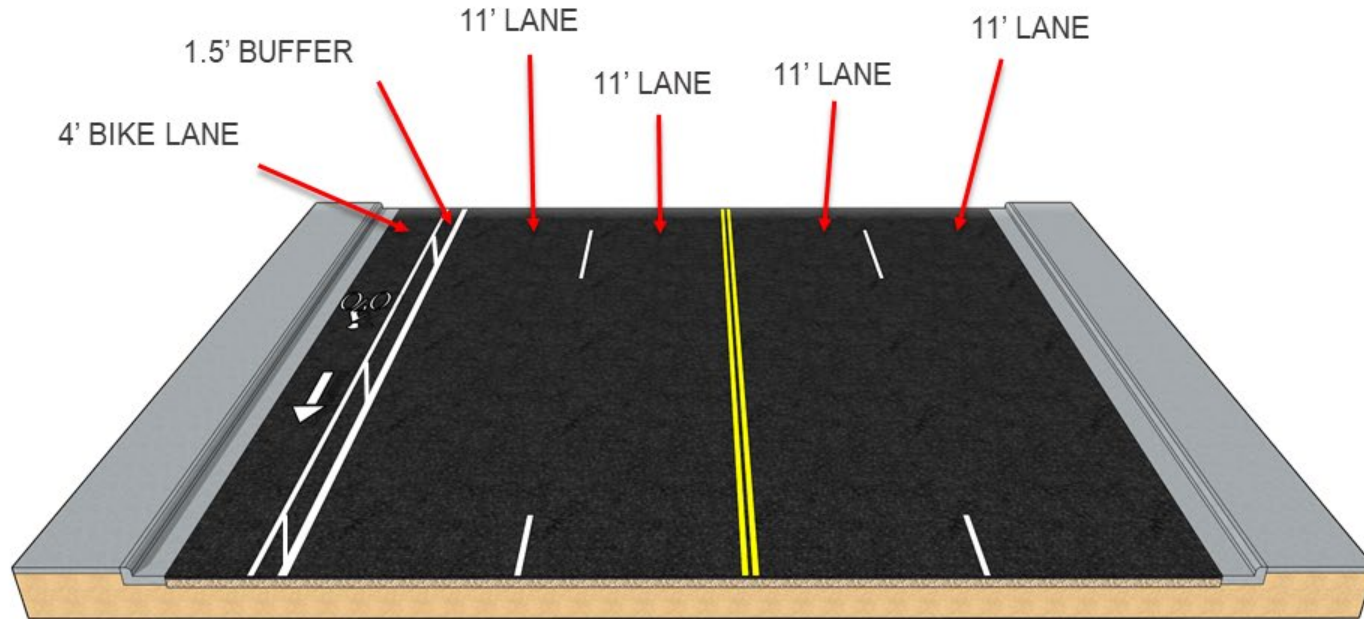
Lomaland Dr - from Pellicano Dr to Trawood Dr
Proposed Cross Section

MOSSWOOD ST.



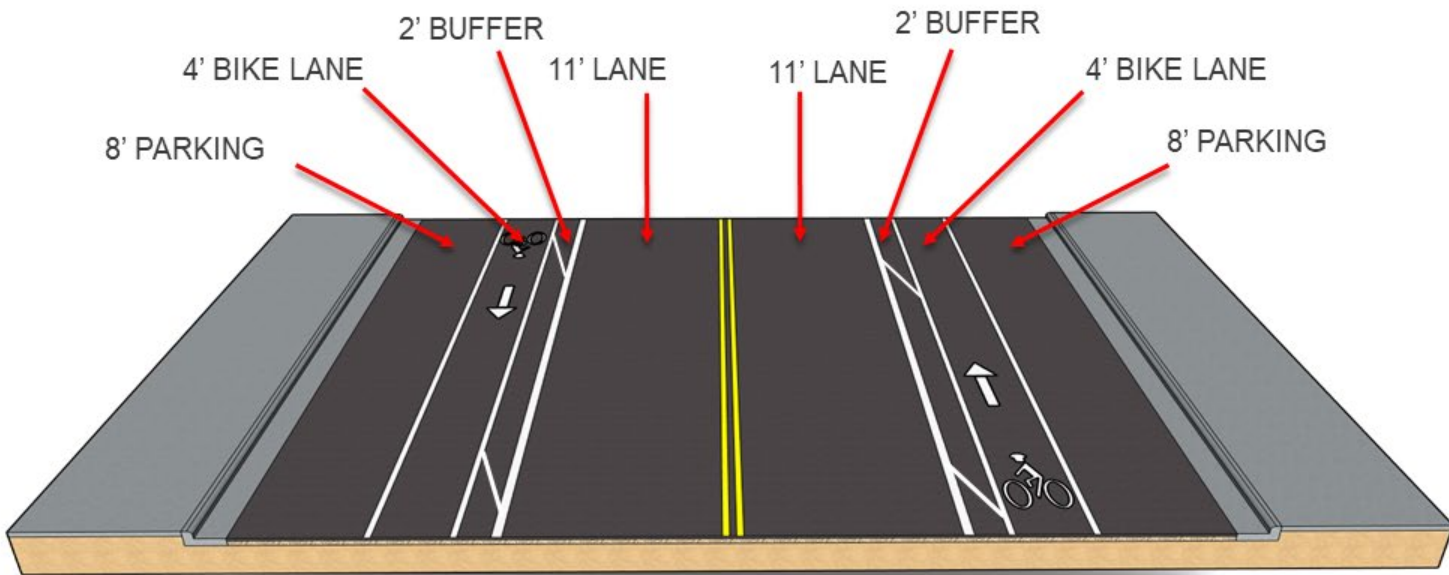
Mosswood St - from Trawood Dr to Montwood Dr
Proposed Cross Section

MURCHISON DR.



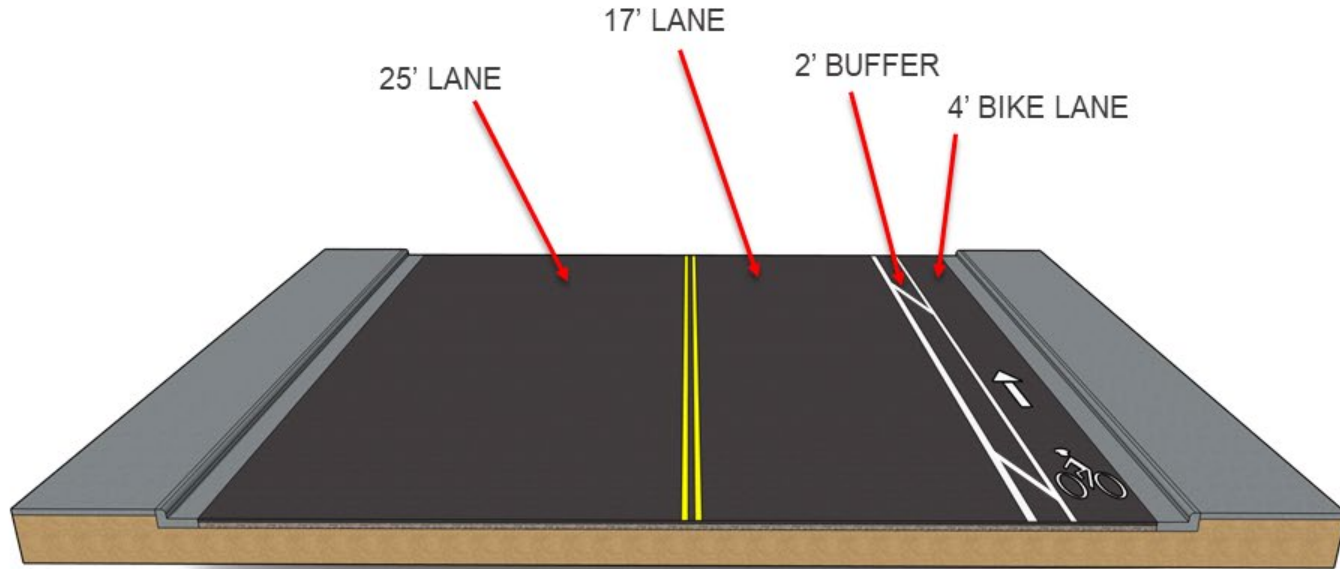
Murchison Dr - from Brown St to Cotton St
Proposed Cross Section

MURCHISON DR.



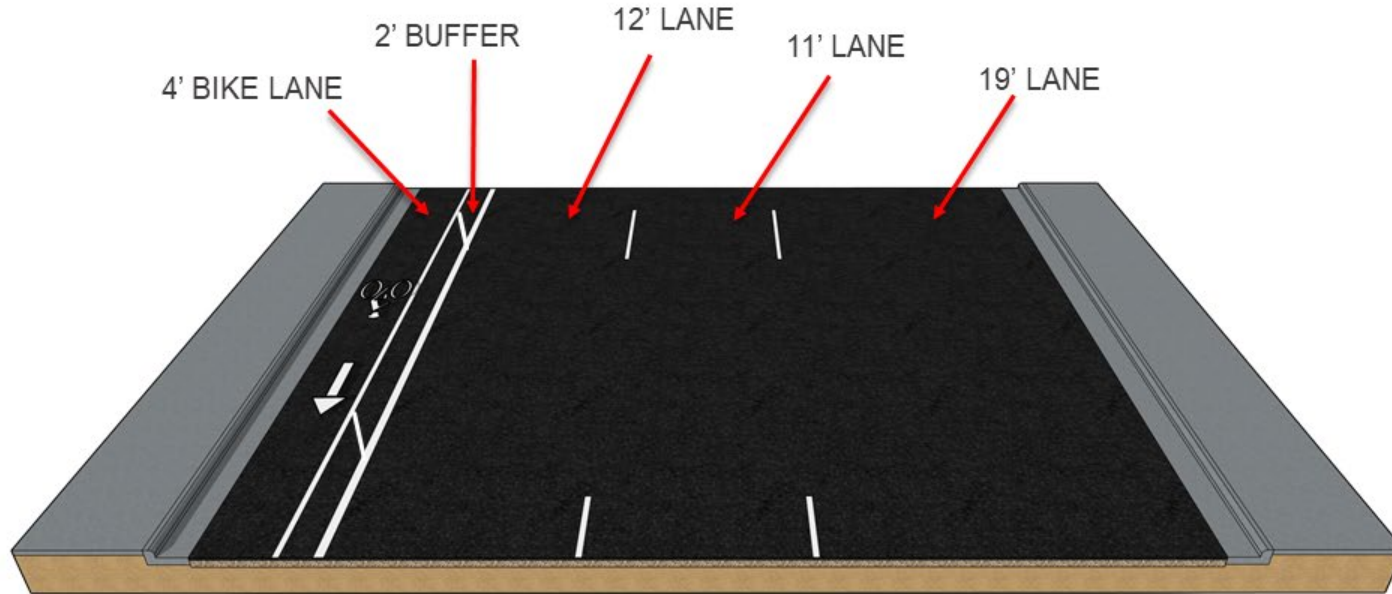
Murchison Dr - from Cotton St to Magnolia St
Proposed Cross Section

MAGNOLIA ST.



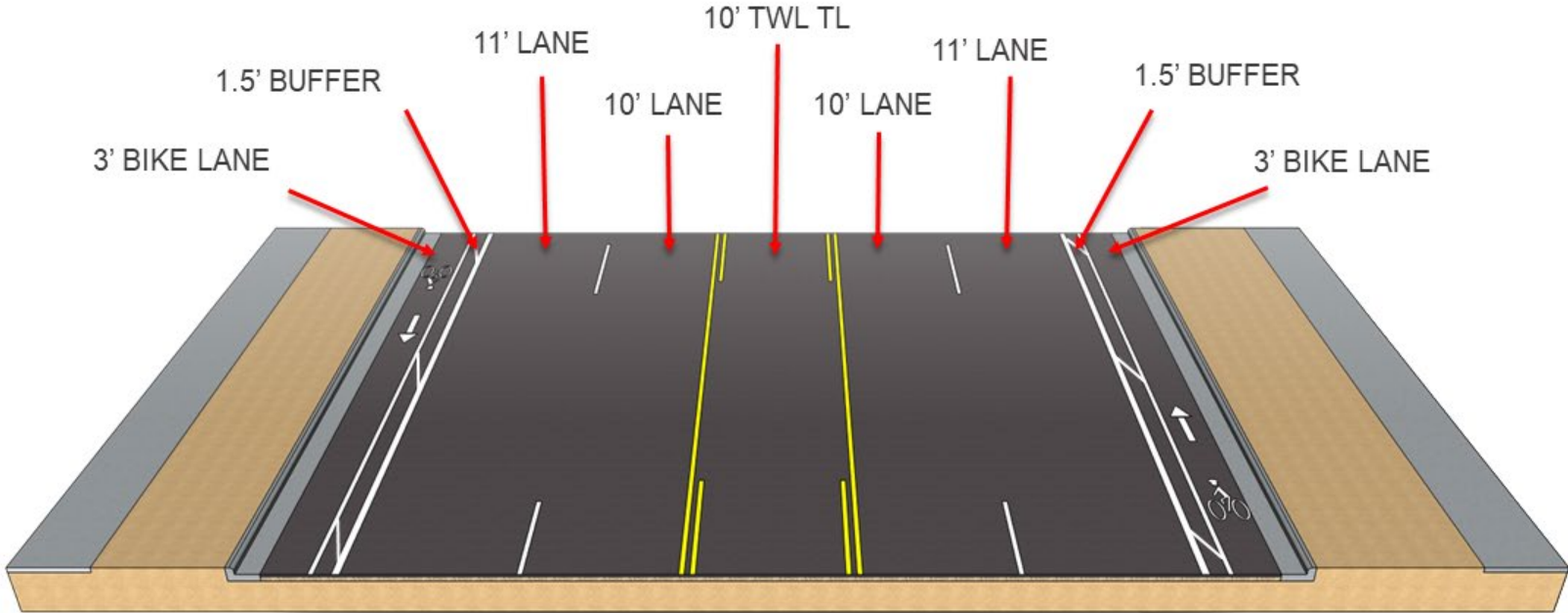
Magnolia St - from Murchison Dr to Arizona Ave
Proposed Cross Section

ARIZONA AVE.



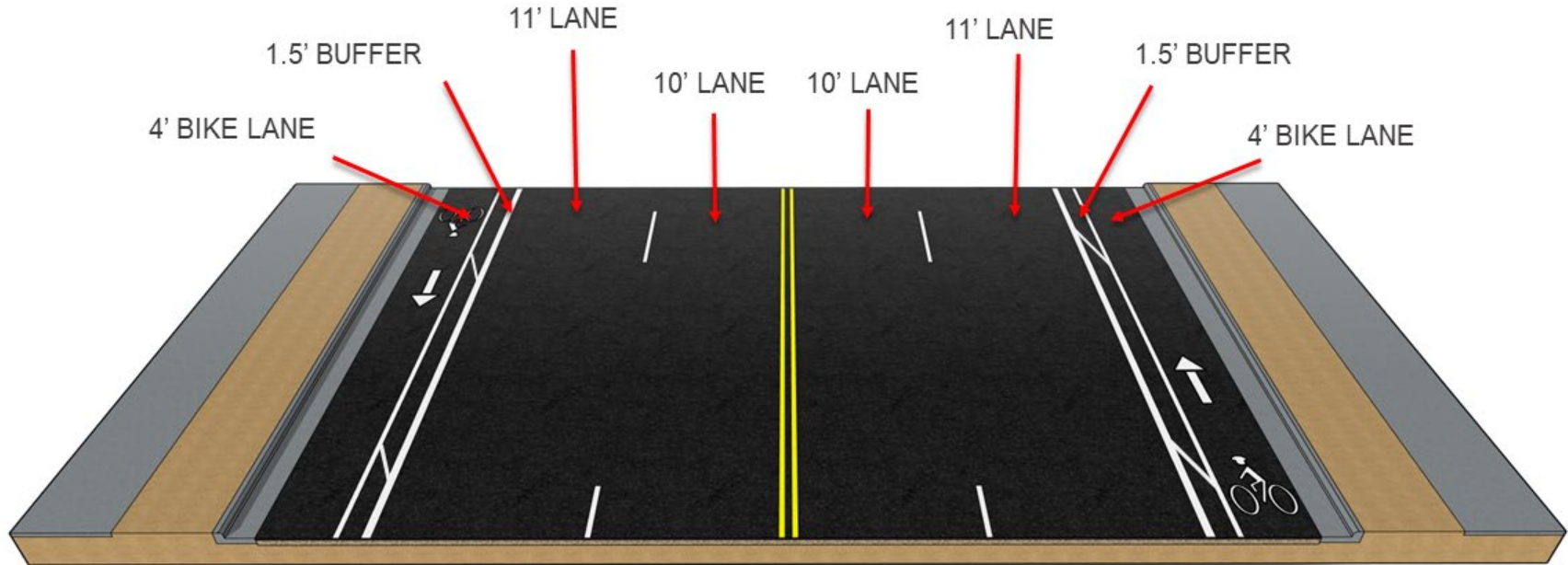
Arizona Ave - from Murchison Dr to Alabama St
Proposed Cross Section

PELLICANO AVE.



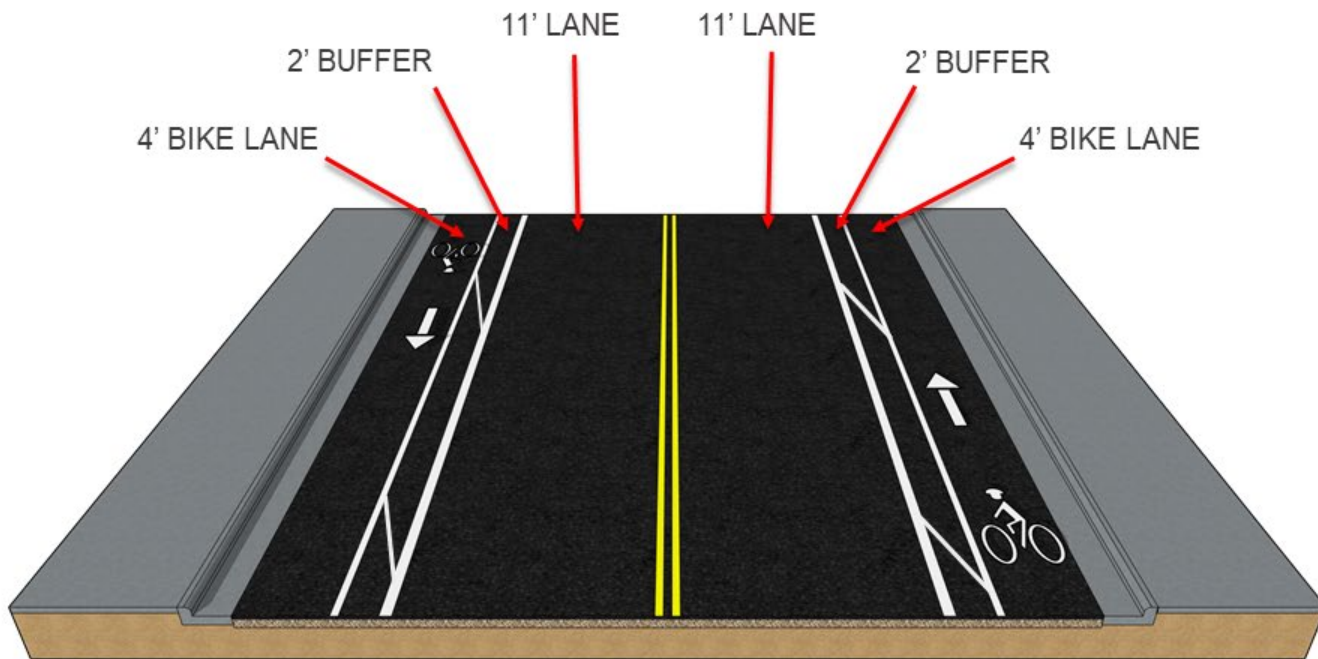
Pellicano Dr - from George Dieter Dr to Lomaland Dr
Proposed Cross Section

TIERRA ESTE RD.



Tierra Este Rd - from RC Poe Rd to Pebble Hills Blvd
Proposed Cross Section

PENDALE RD.



Pendale Rd - from Yermoland Dr to North Loop Dr
Proposed Cross Section



Project Planning and Funding

- Total Estimated construction Cost: approximately \$1.5 million
- Funding Source: Federal and local funds



Schedule

- Project initiated: Fall 2020
- Project completed: Summer 2021



Environmental Overview

- The project was processed as a categorical exclusion (CE)
- Technical reports evaluated impacts to the human and natural environment
- Project would not result in impacts to threatened or endangered species, water resources, historic resources, archeological resources, community features, hazardous materials, air quality, or traffic noise
- Access would be maintained to adjacent businesses throughout the project area



Reviewing Project Information

- Project plans and environmental reports are available for viewing tonight
- These documents can also be viewed at the City of El Paso Capital Improvement Department Office 218 N. Campbell Street, 2nd Floor, El Paso, TX 79901, until Thursday February 20, 2020.



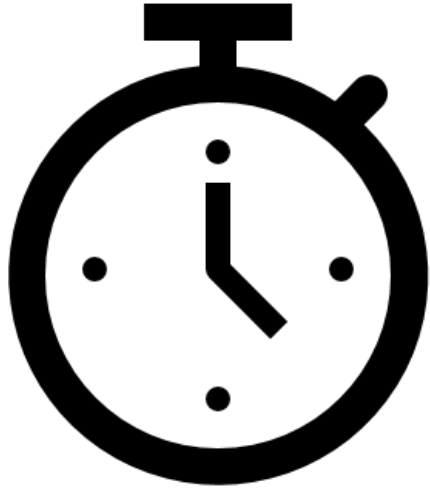
Intermission

- **Intermission:** A 15-minute intermission will begin
- **Options for Commenting:**
 - 1) Verbal comments for the official record will commence after the intermission
 - 2) Written comments can be placed in the comment box here tonight
 - 3) E-Mail comments to: CanoOA@elpasotexas.gov
 - 4) Mail comments to: Capital Improvement Department
Attn: Bicycle Connectivity Infrastructure Phase II
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El Paso, Texas 79901
- **Deadline for comments:** Thursday, February 20, 2020

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Verbal Comments



Q: Q1



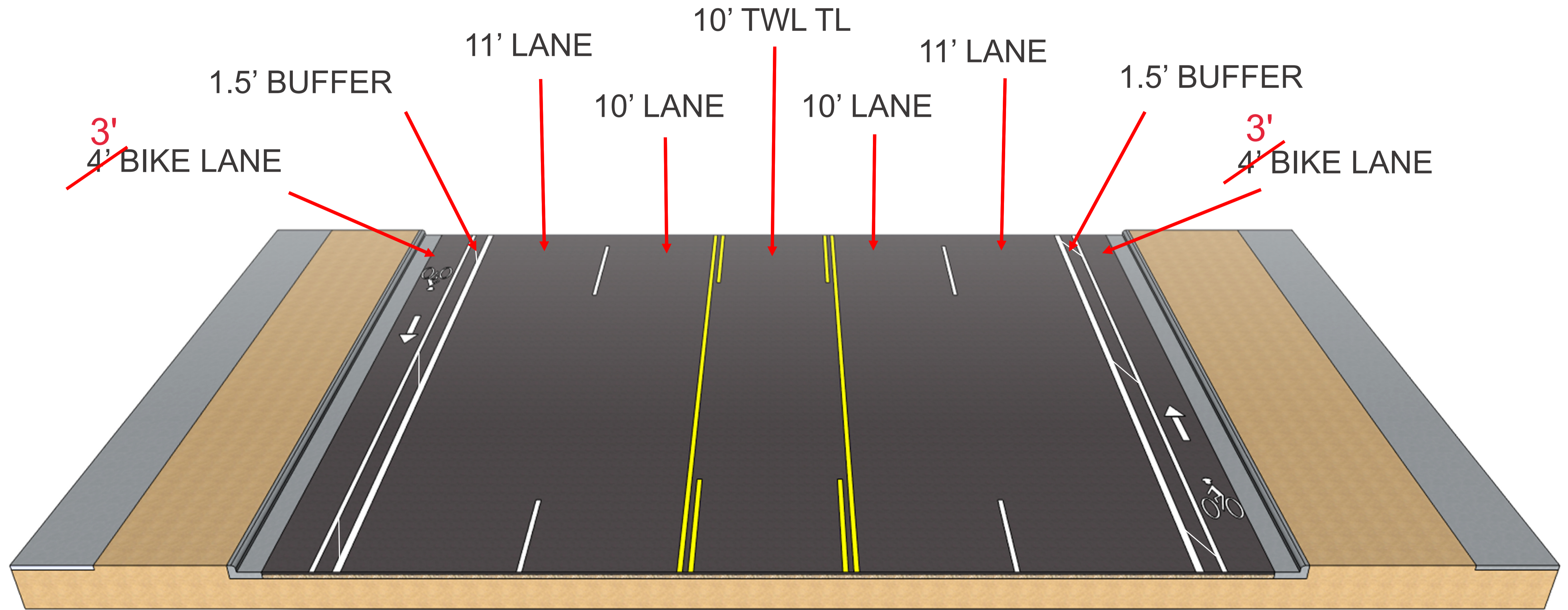
**Thank You
for
Attending**

Display Boards

LOMALAND DR.

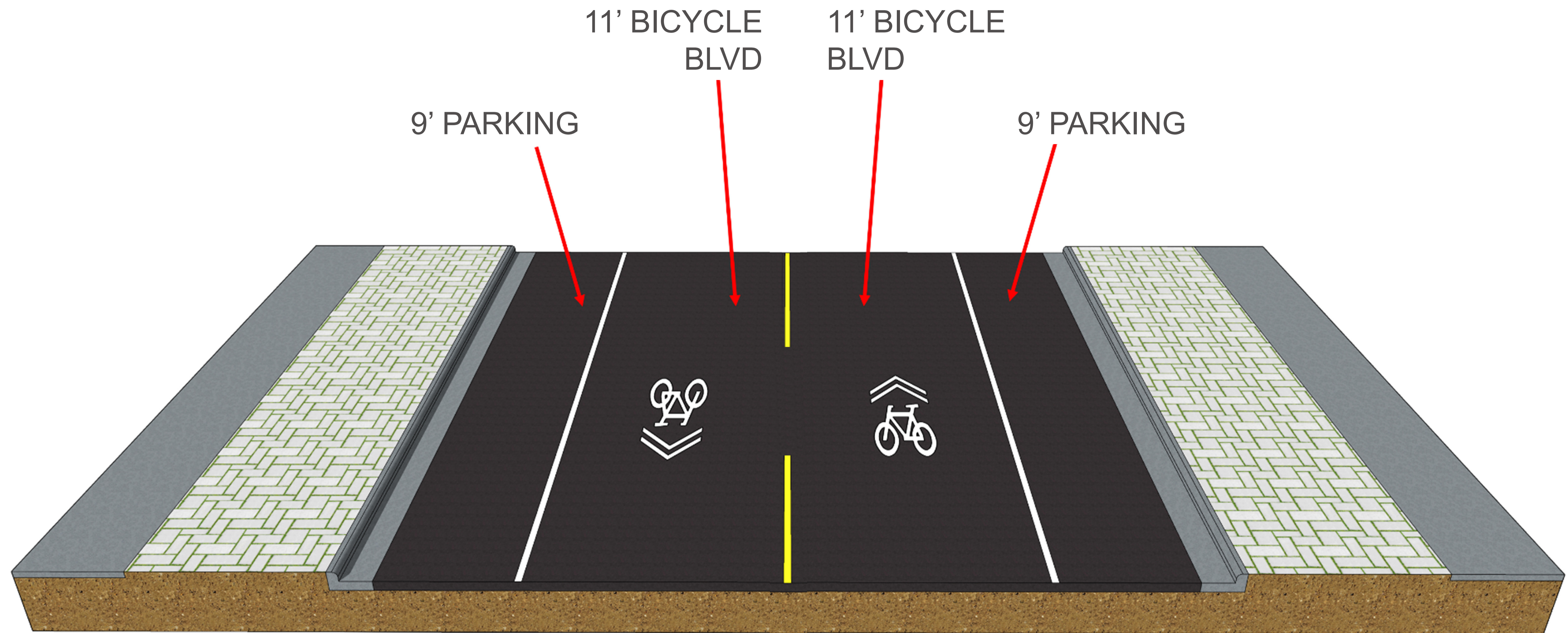


CORRECTED



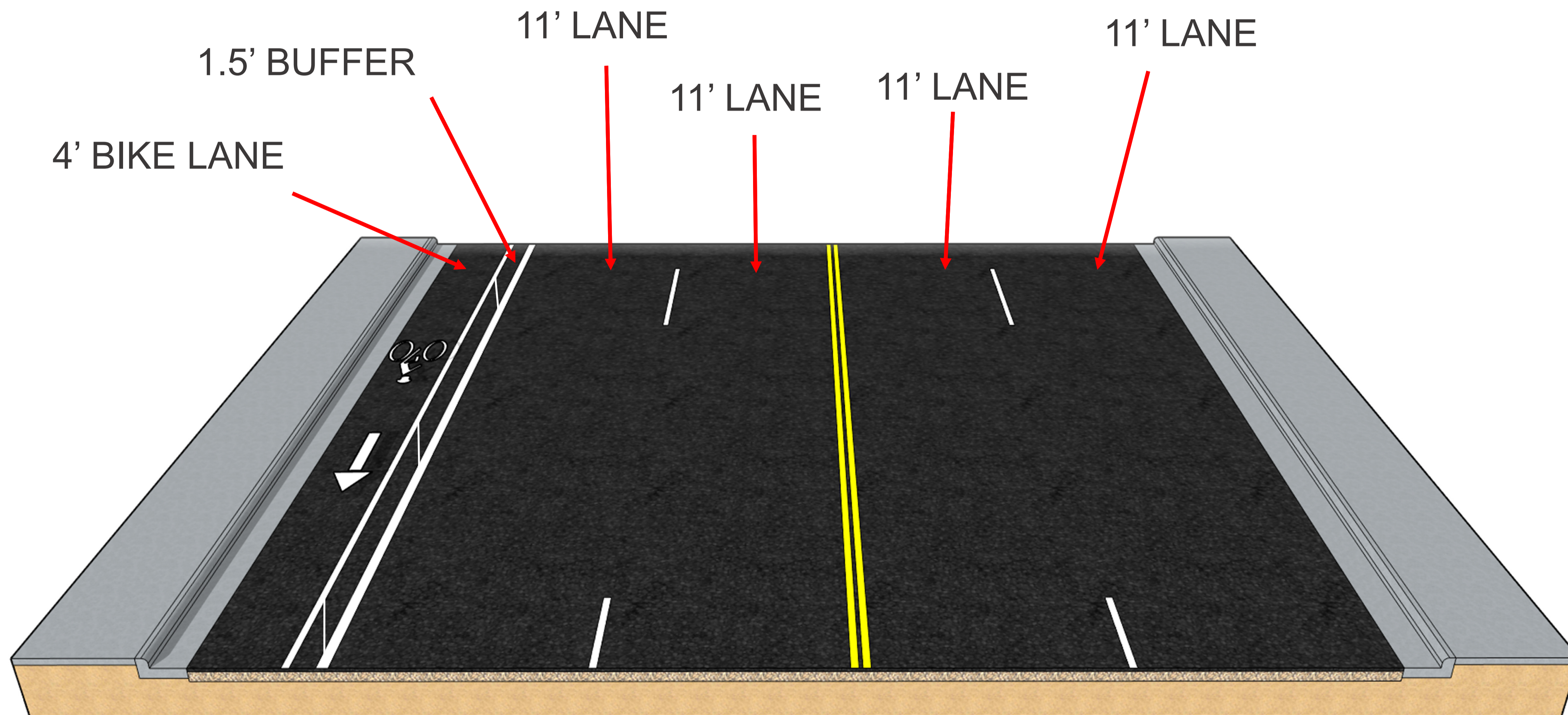
Lomaland Dr - from Pellicano Dr to Trawood Dr
Proposed Cross Section

MOSSWOOD ST.



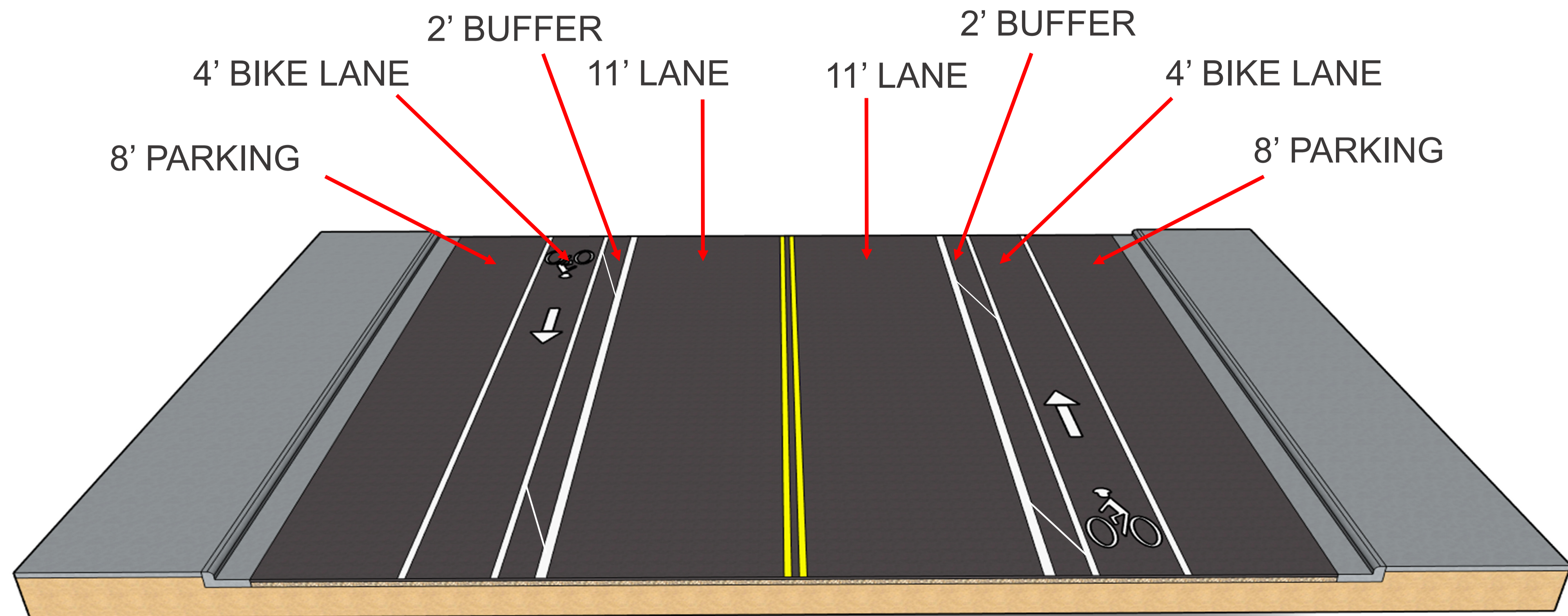
Mosswood St - from Trawood Dr to Montwood Dr
Proposed Cross Section

MURCHISON DR.



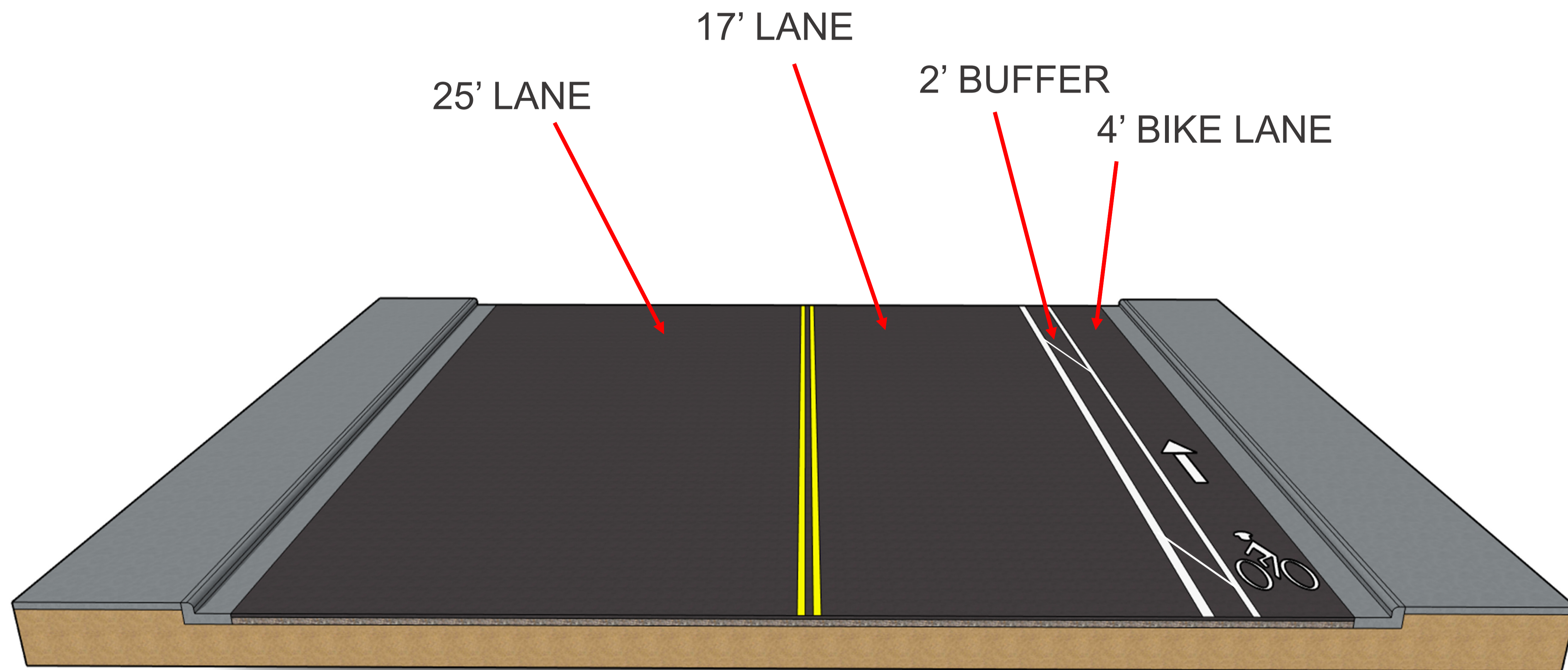
Murchison Dr - from Brown St to Cotton St
Proposed Cross Section

MURCHISON DR.



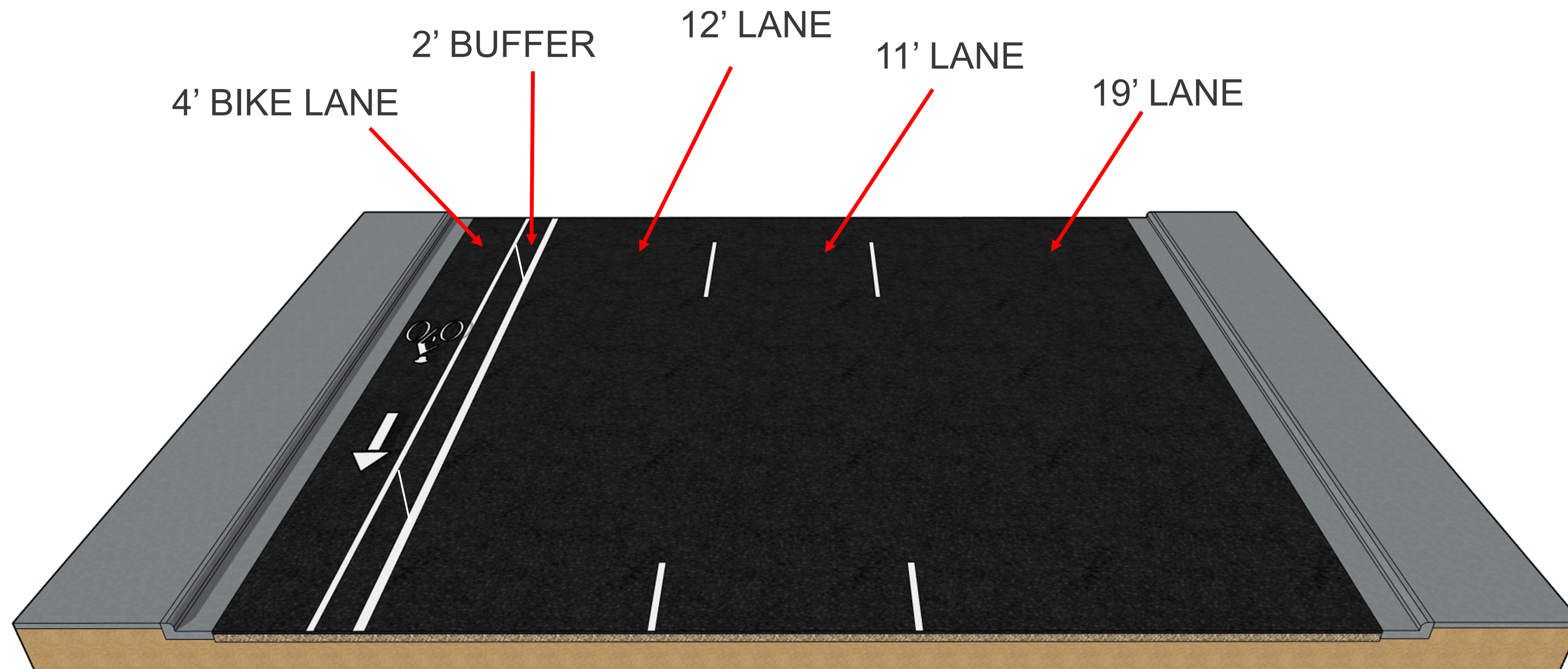
Murchison Dr - from Cotton St to Magnolia St
Proposed Cross Section

MAGNOLIA ST.



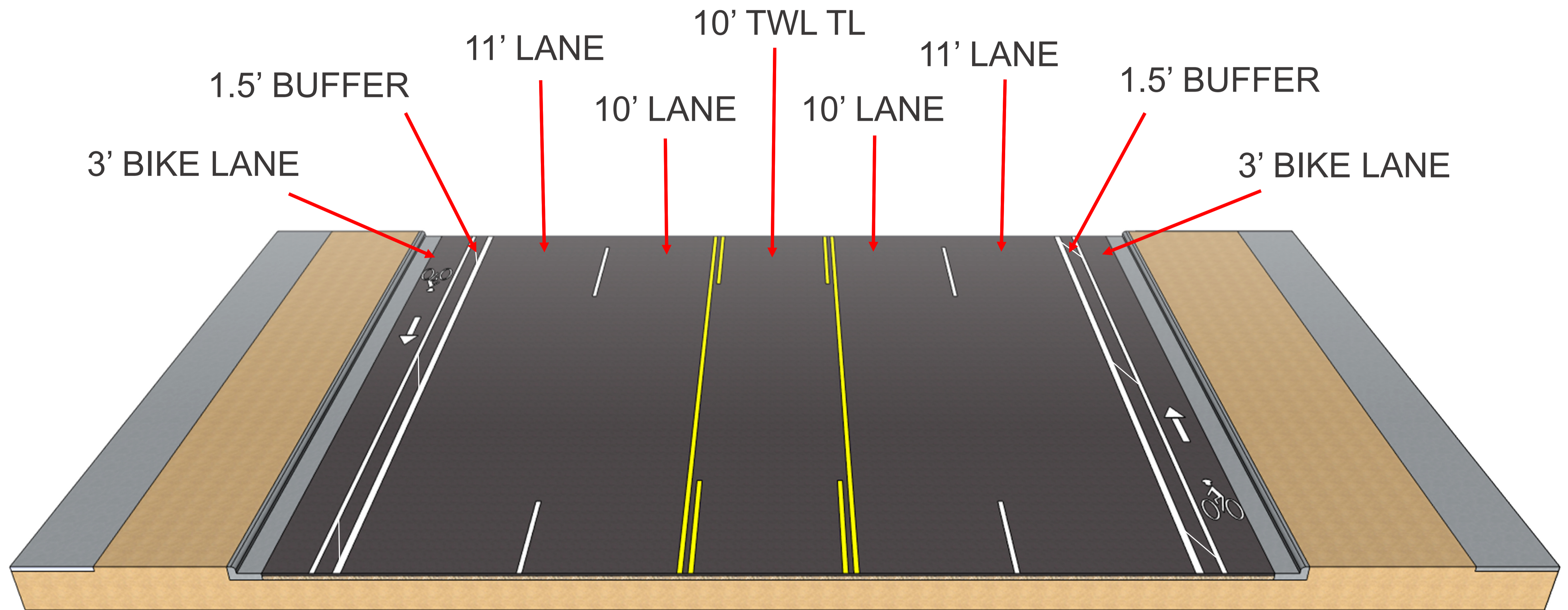
Magnolia St - from Murchison Dr to Arizona Ave
Proposed Cross Section

ARIZONA AVE.



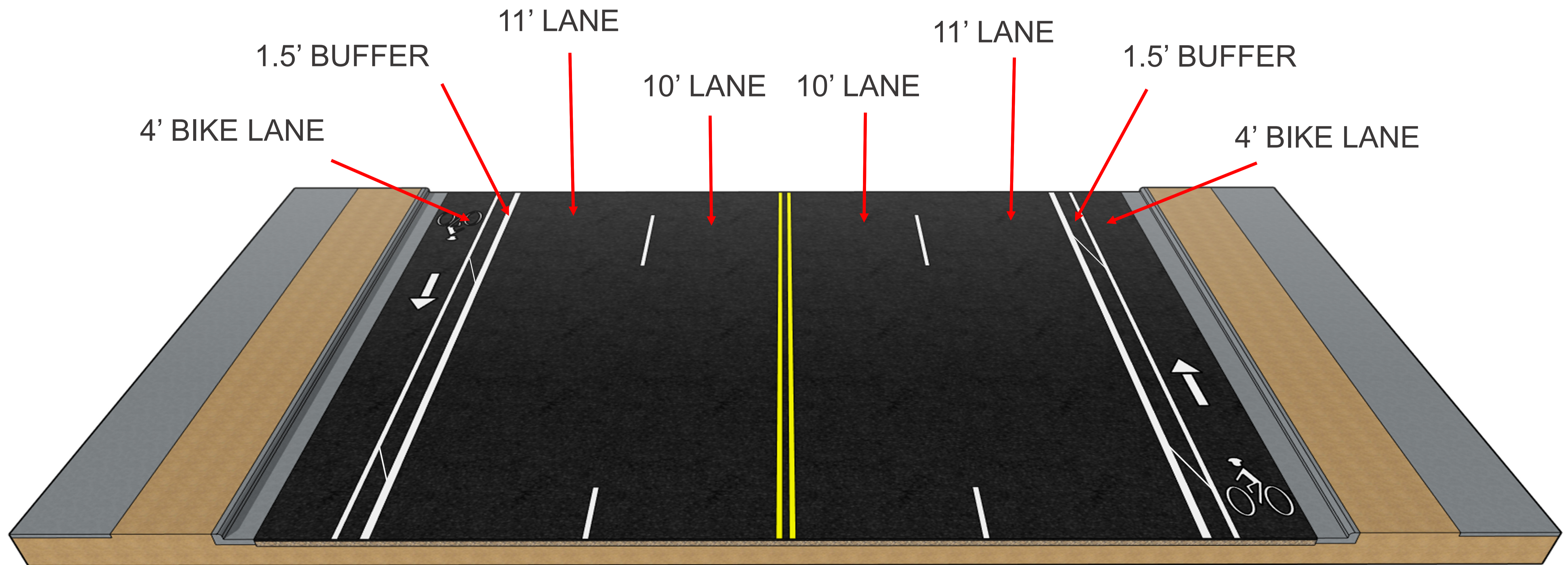
Arizona Ave - from Murchison Dr to Alabama St
Proposed Cross Section

PELLICANO AVE.



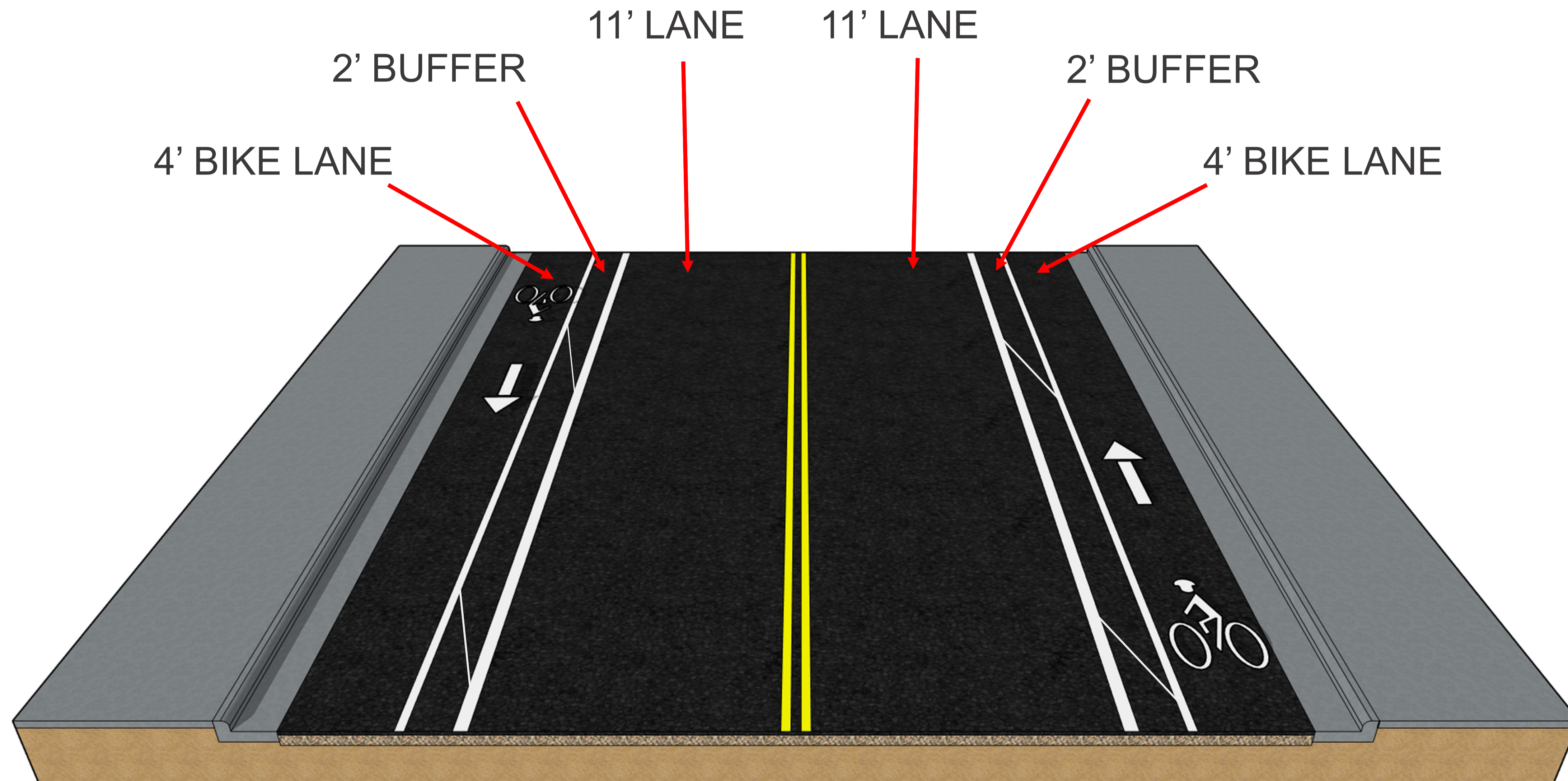
Pellicano Dr - from George Dieter Dr to Lomaland Dr
Proposed Cross Section

TIERRA ESTE RD.



Tierra Este Rd - from RC Poe Rd to Pebble Hills Blvd
Proposed Cross Section

PENDALE RD.



Pendale Rd - from Yermoland Dr to North Loop Dr
Proposed Cross Section



City of El Paso

Welcomes you to the Open House and Public Hearing

For the Proposed

Bicycle Connectivity Infrastructure Phase II Project

CSJ: 0924-06-543

Date: February 5, 2020

Time: 6:00 PM

Location: Marty Robbins Recreation Center

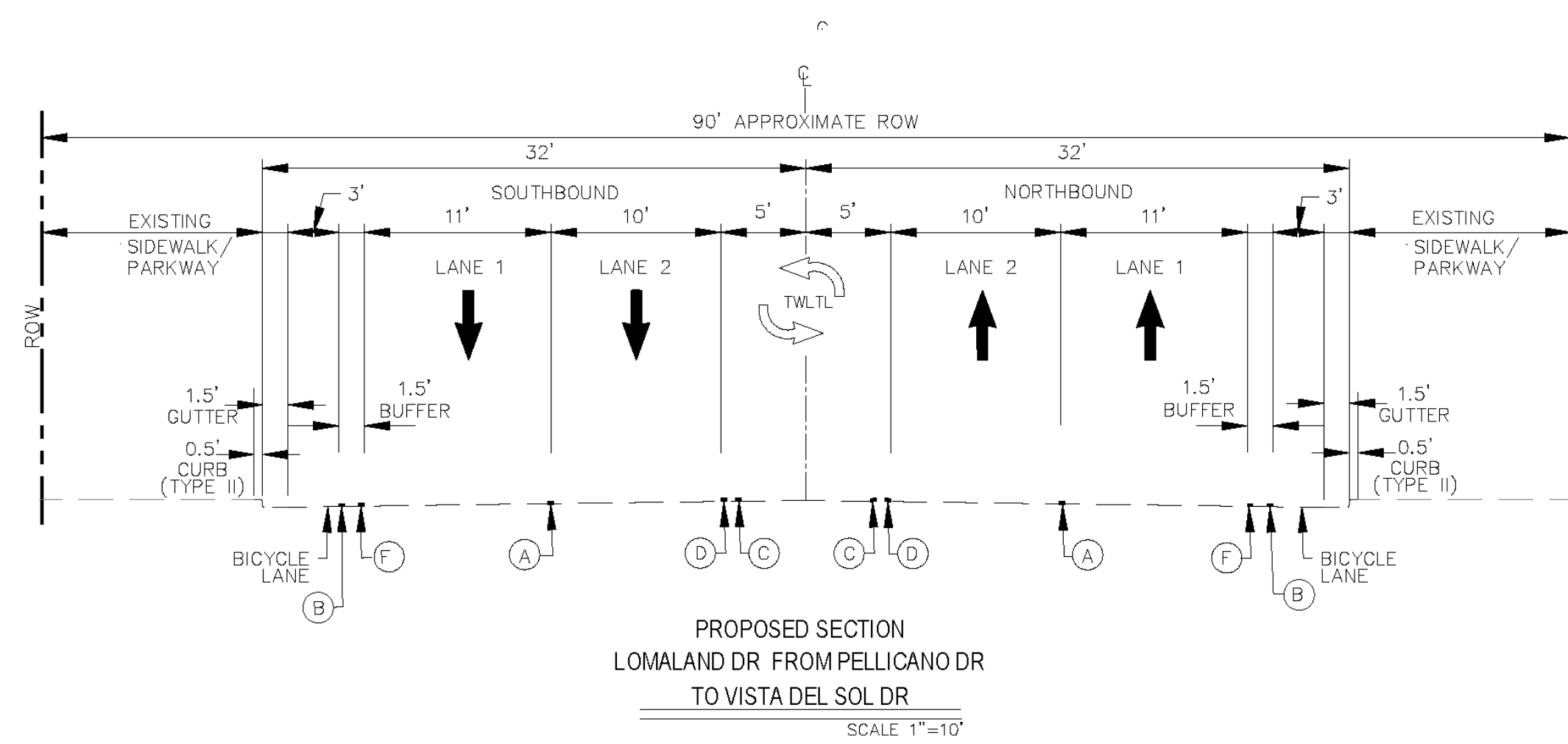
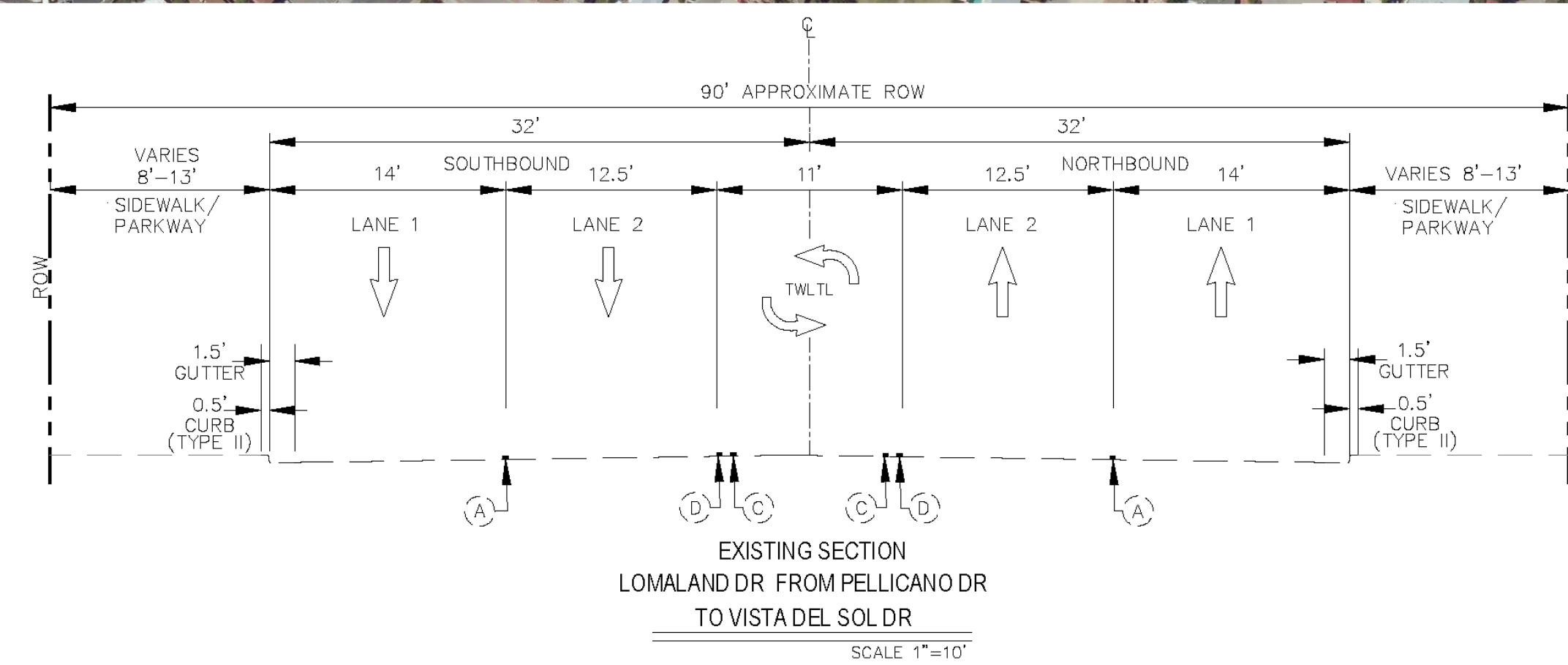
11620 Vista Del Sol Dr, El Paso, Texas 79936



"Delivering Outstanding Services"

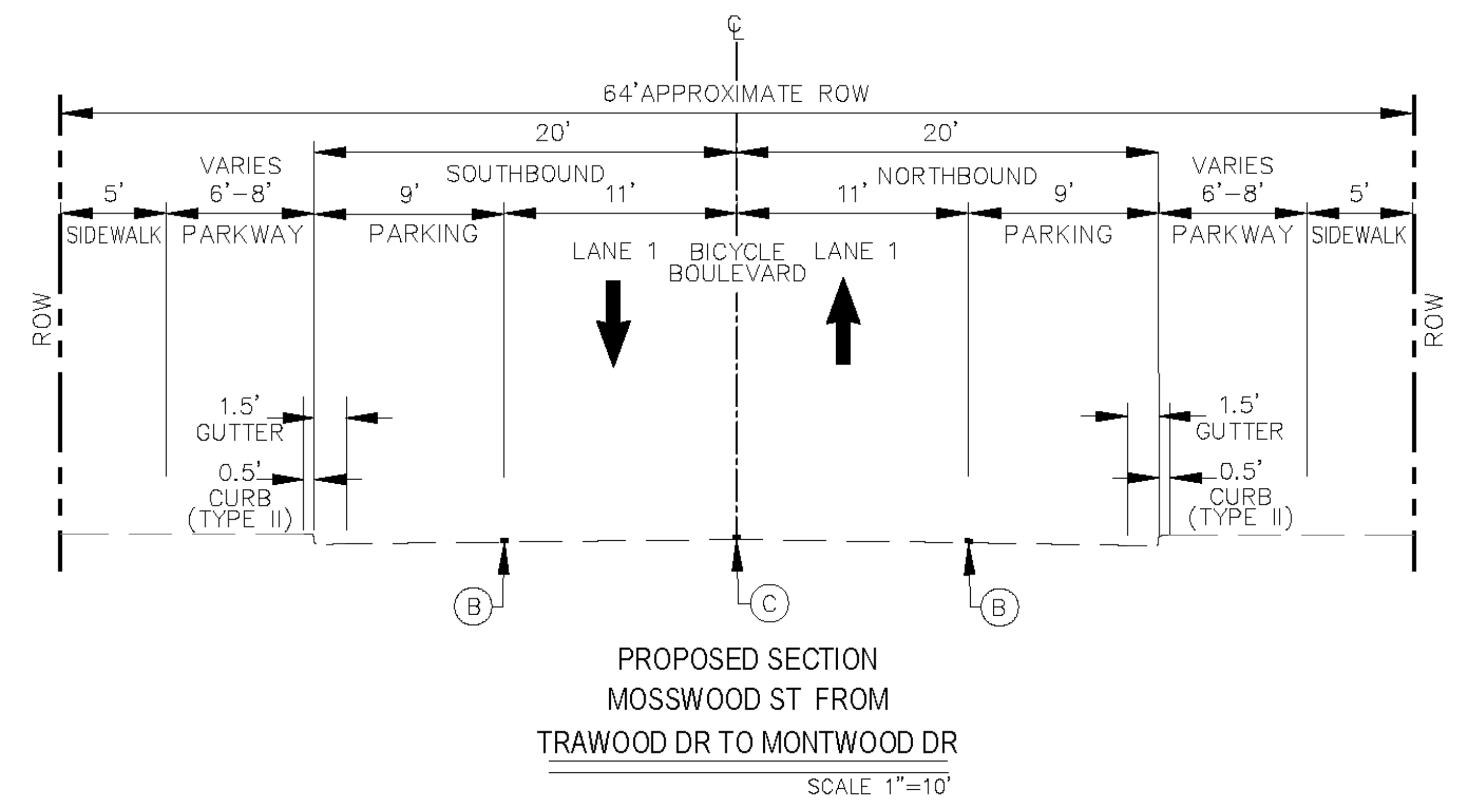
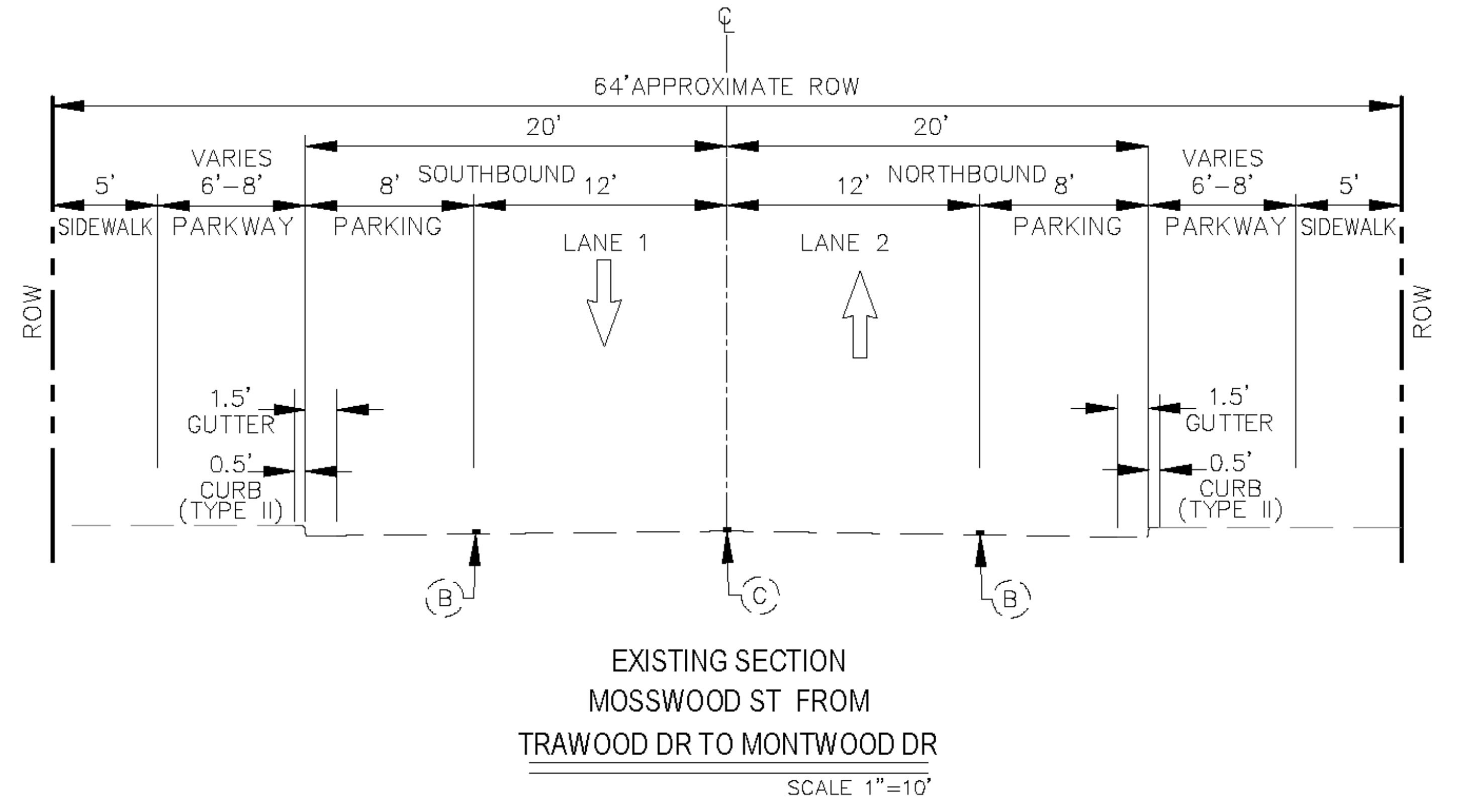
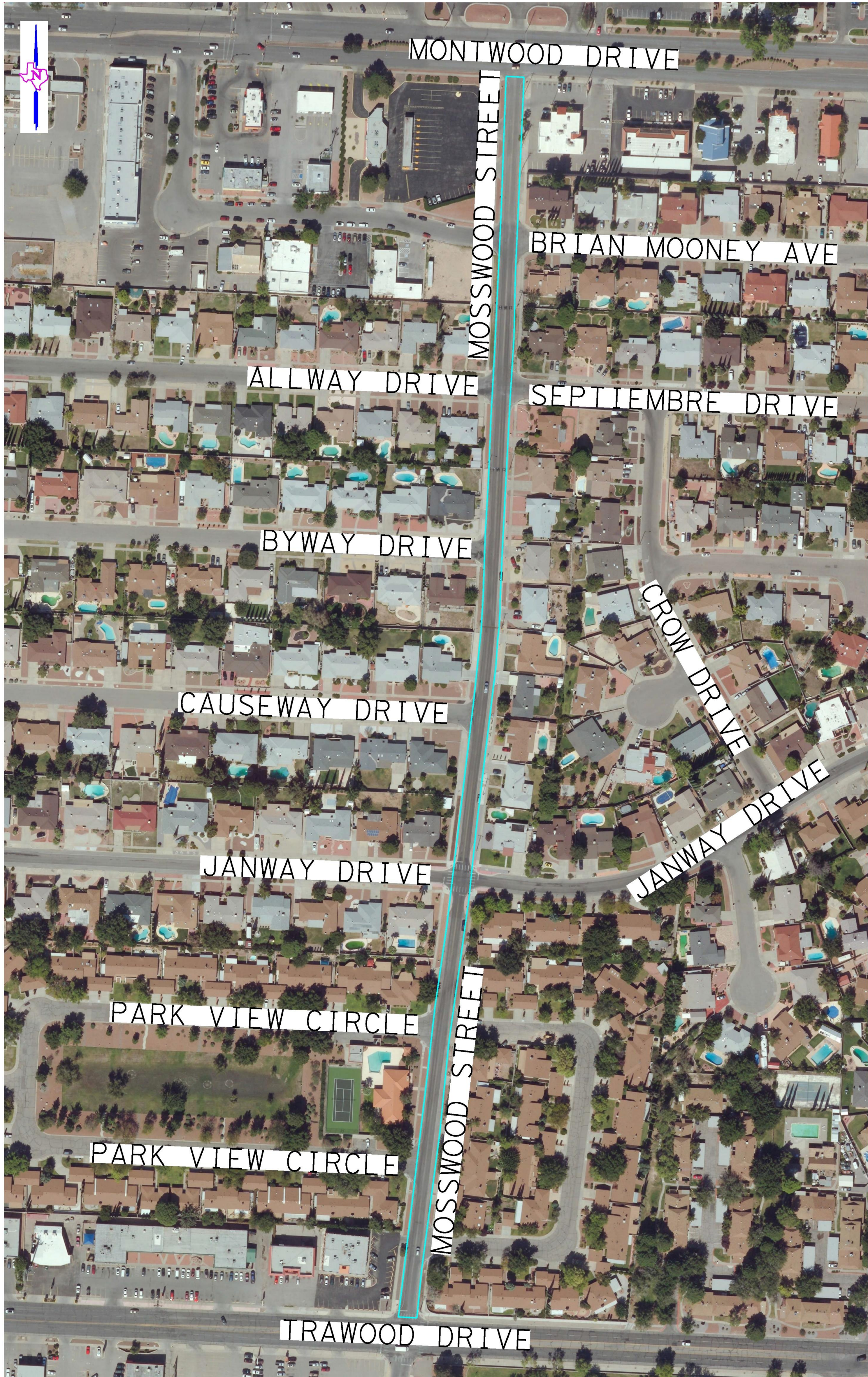


LOMALAND DRIVE CORRIDOR AND TYPICAL SECTIONS



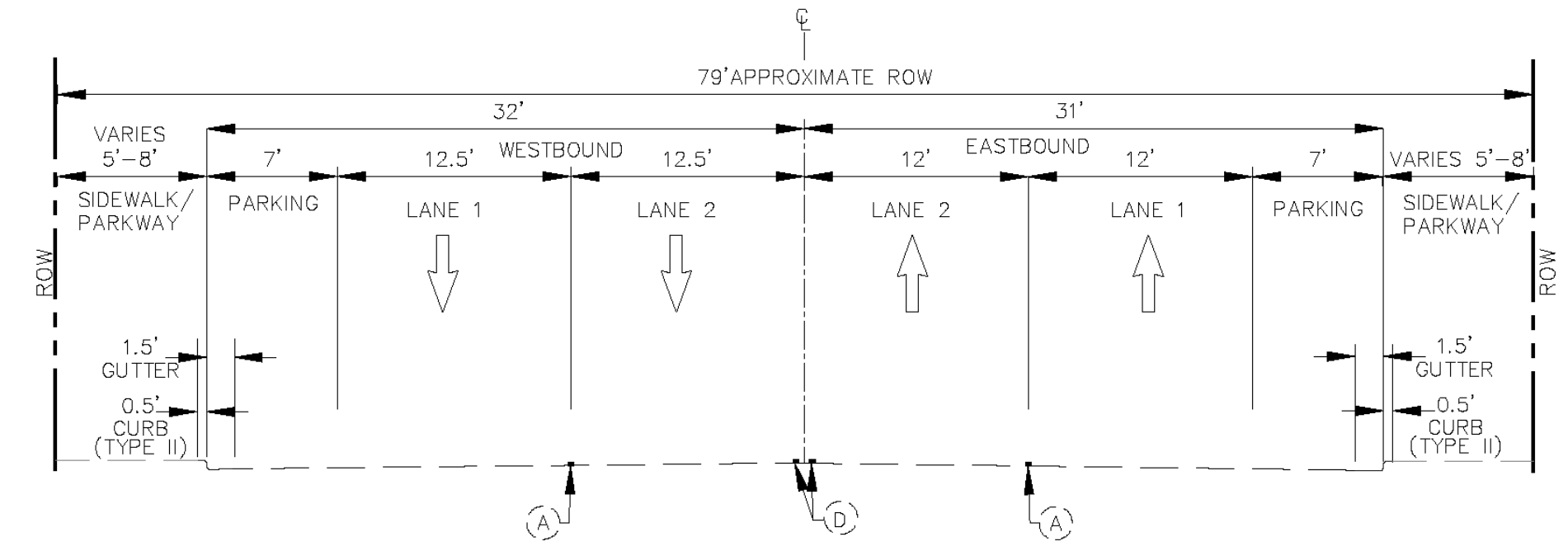


MOSSWOOD STREET CORRIDOR AND TYPICAL SECTIONS

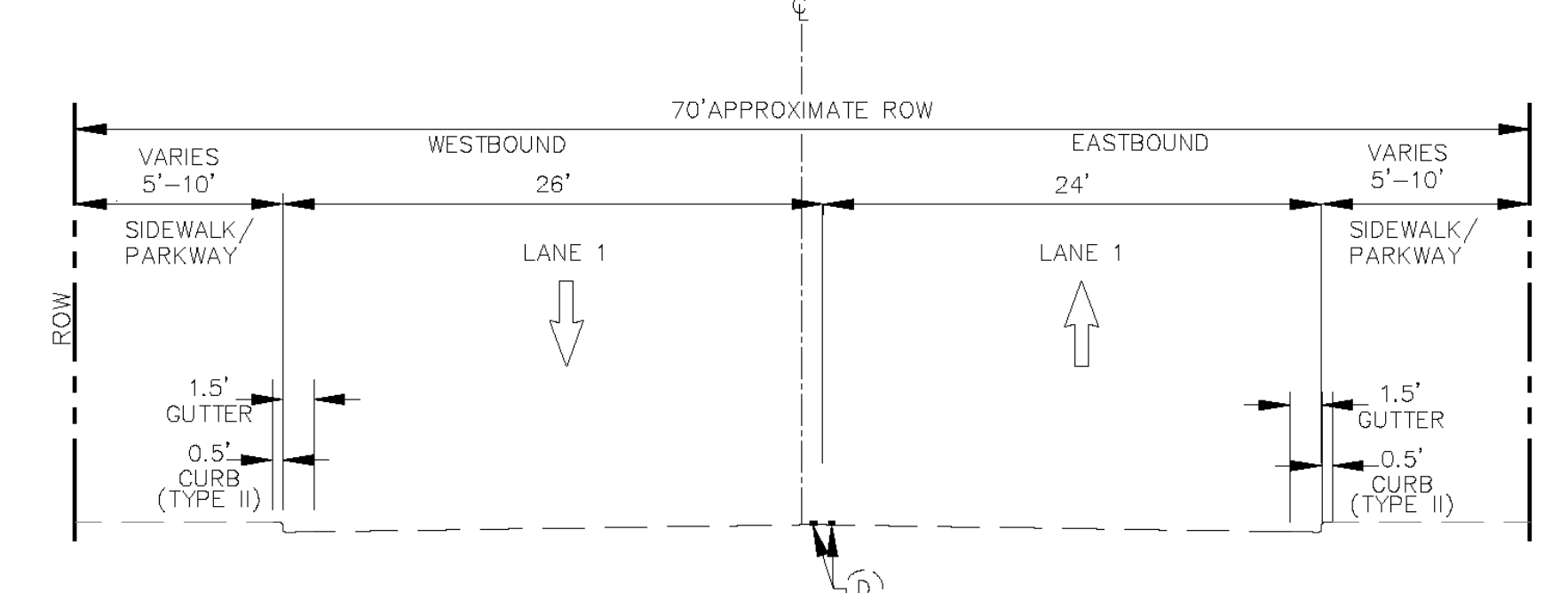




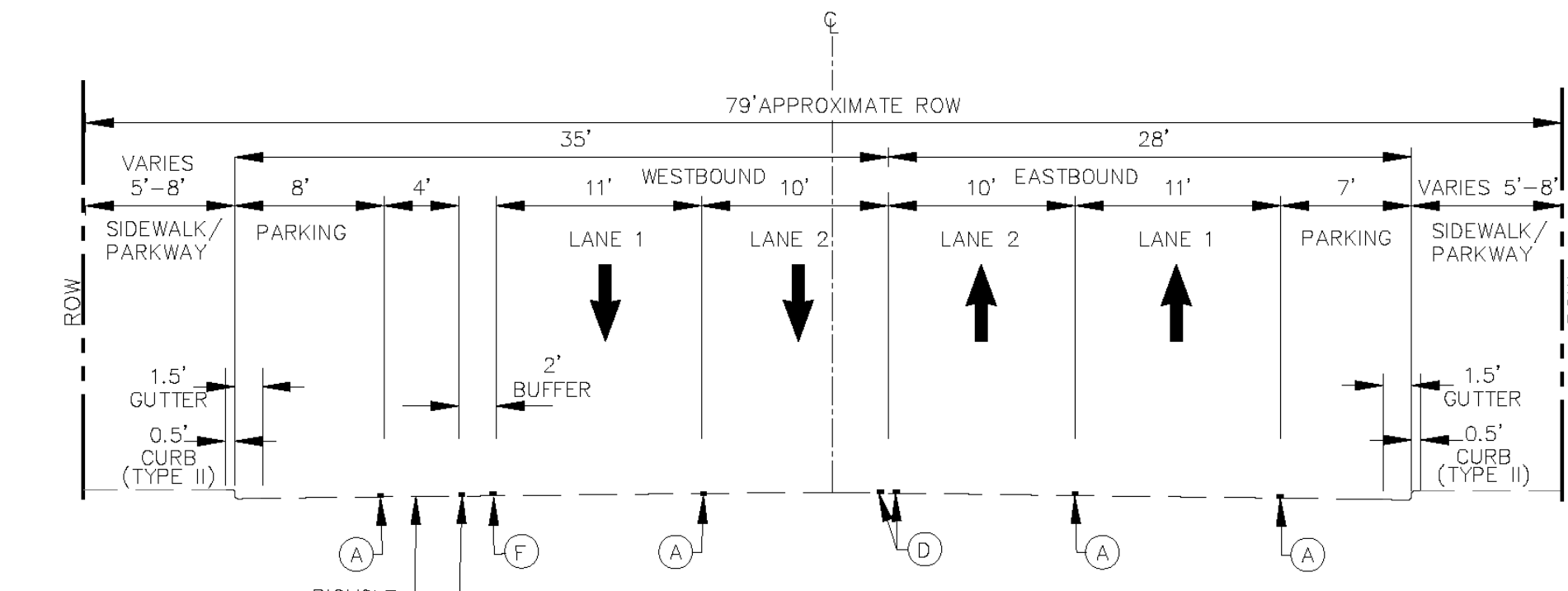
MURCHISON DRIVE AND TYPICAL SECTIONS



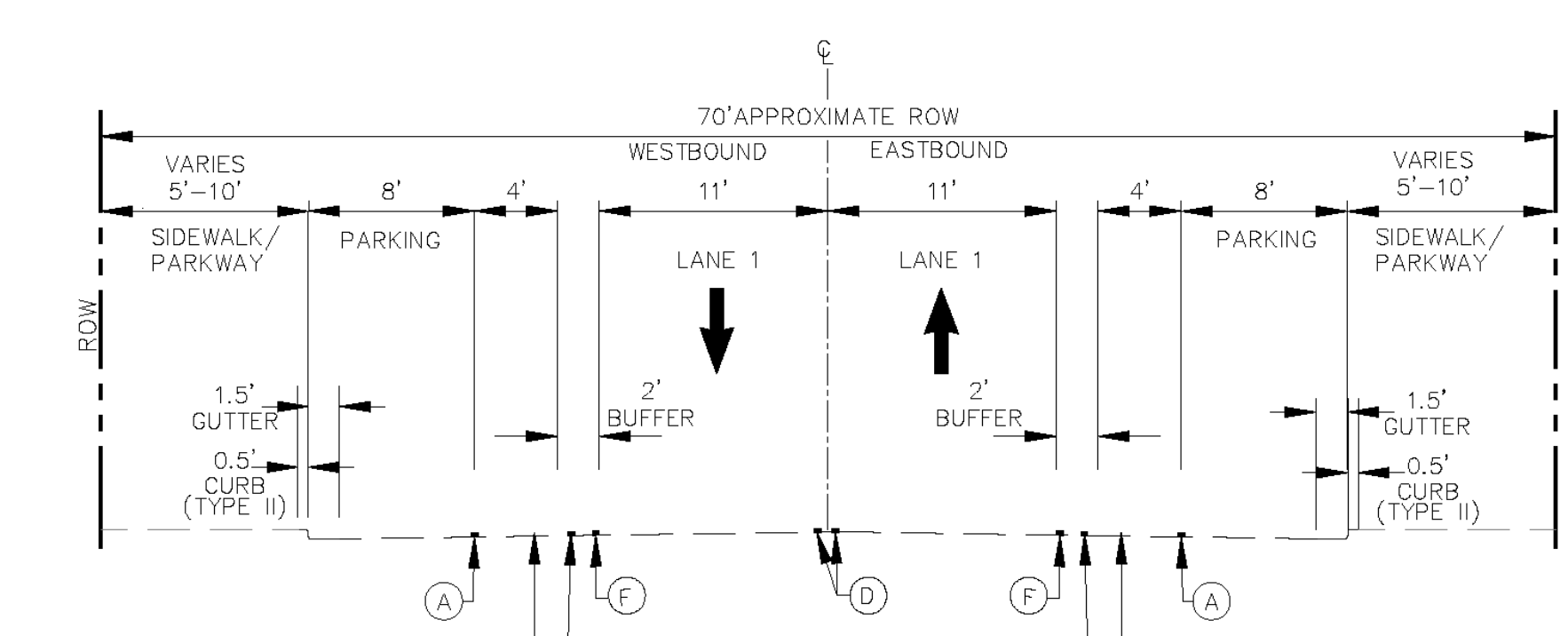
EXISTING SECTION
MURCHISON DR. FROM FIRST
PRESBYTERIAN CHURCH
TO GURSS PL
SCALE 1"=10'



EXISTING SECTION
MURCHISON DR. FROM N COTTON ST.
TO MAGNOLIA ST.
SCALE 1"=10'



PROPOSED SECTION
MURCHISON DR. FROM FIRST
PRESBYTERIAN CHURCH
TO GURSS PL
SCALE 1"=10'

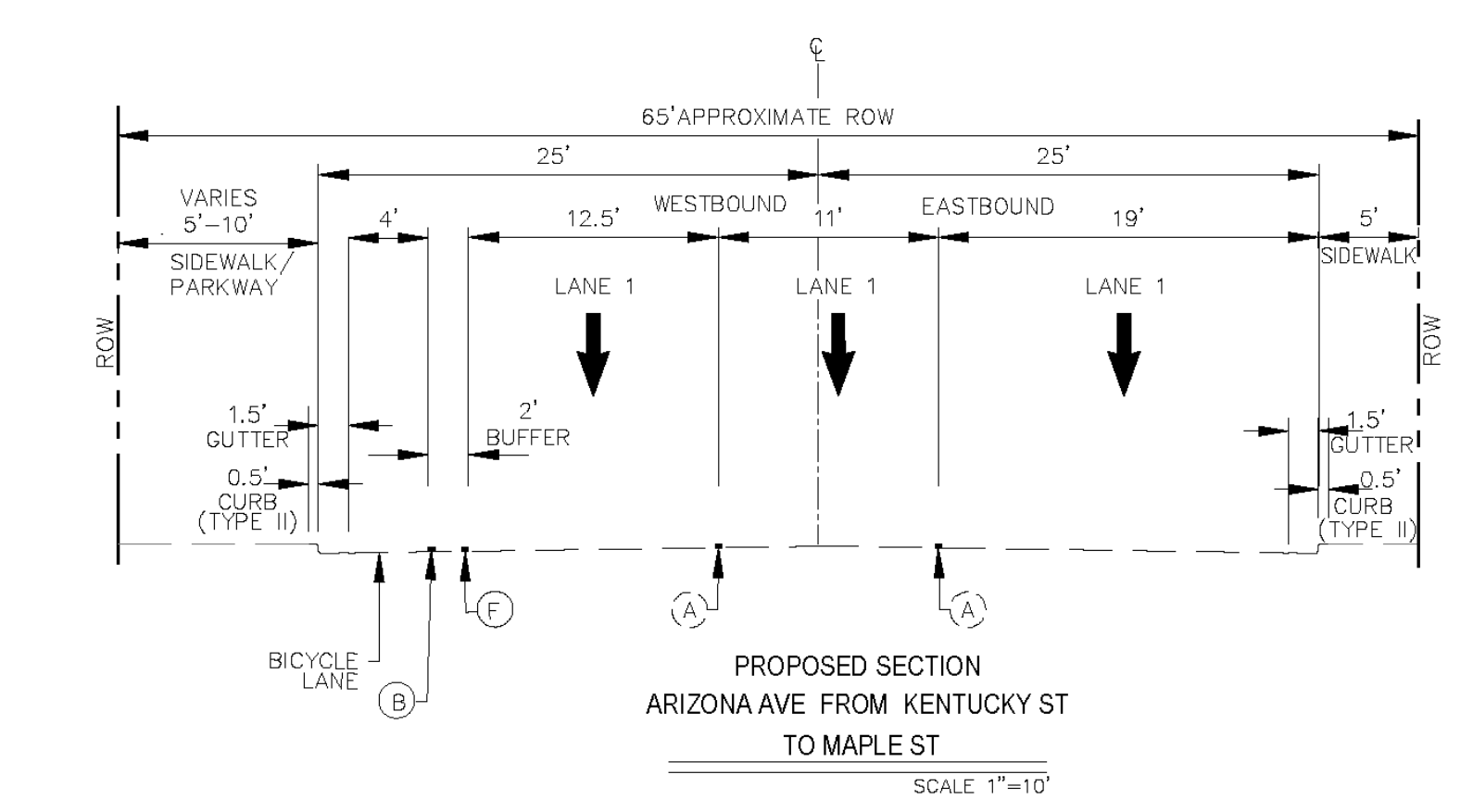
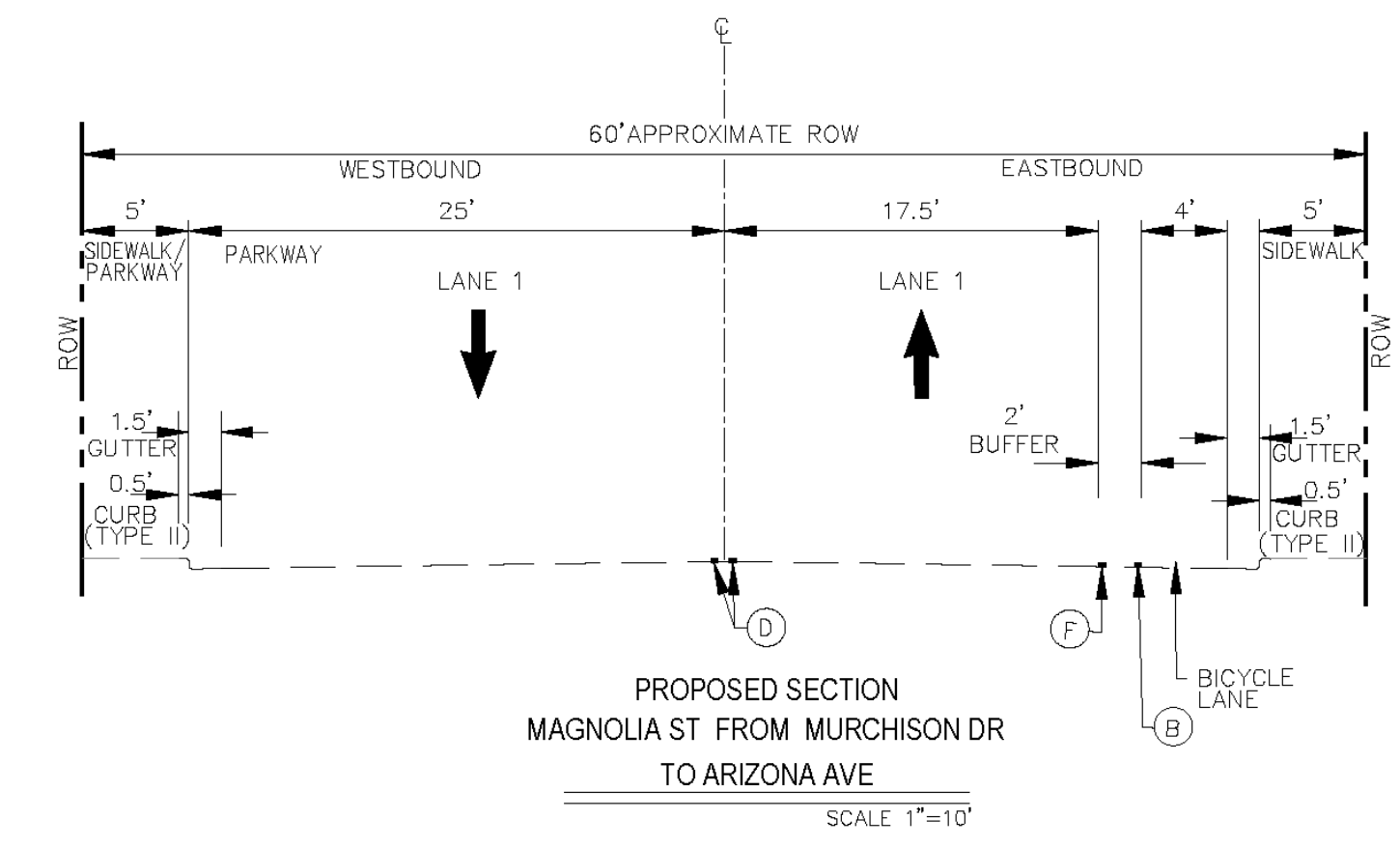
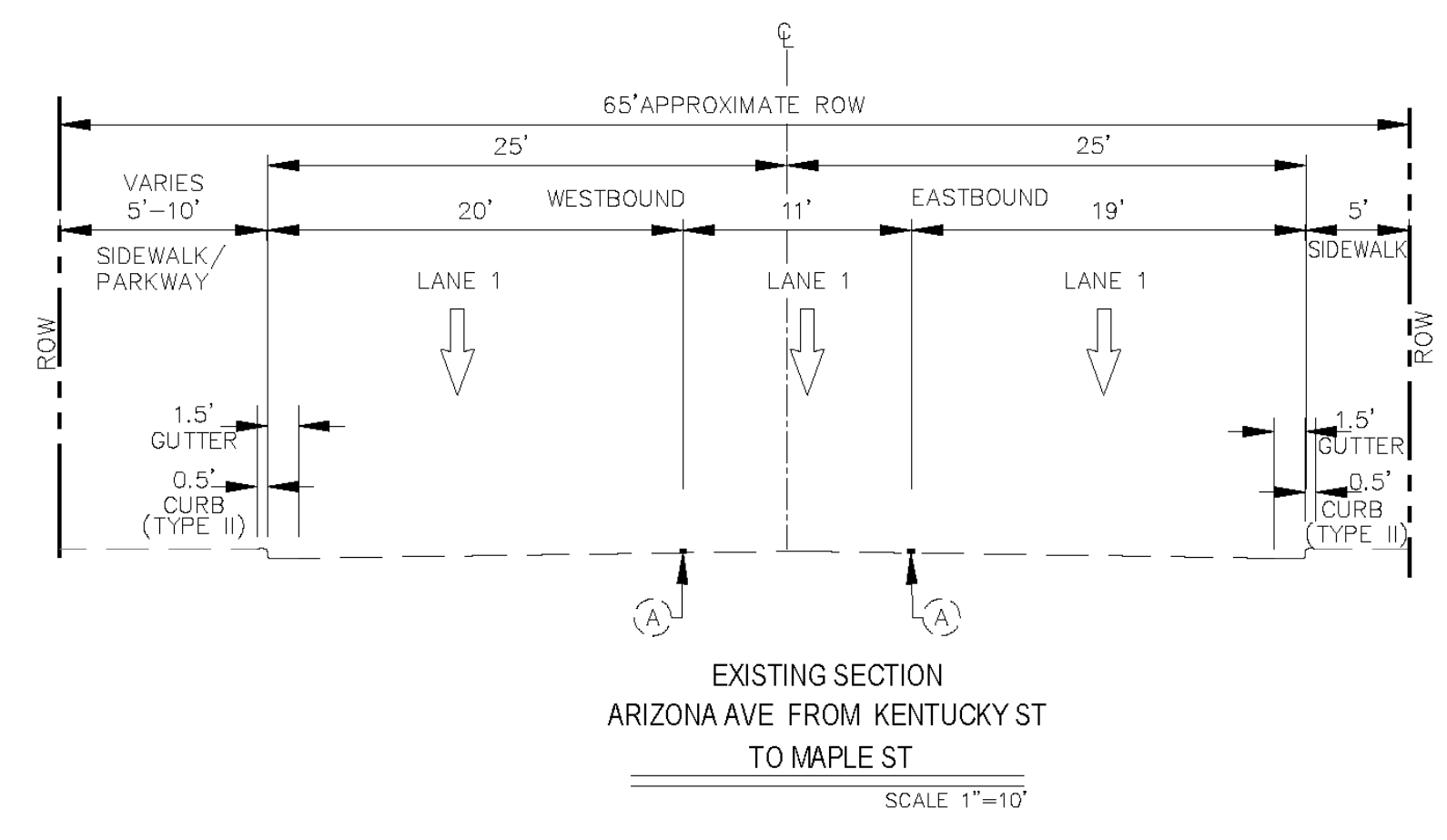
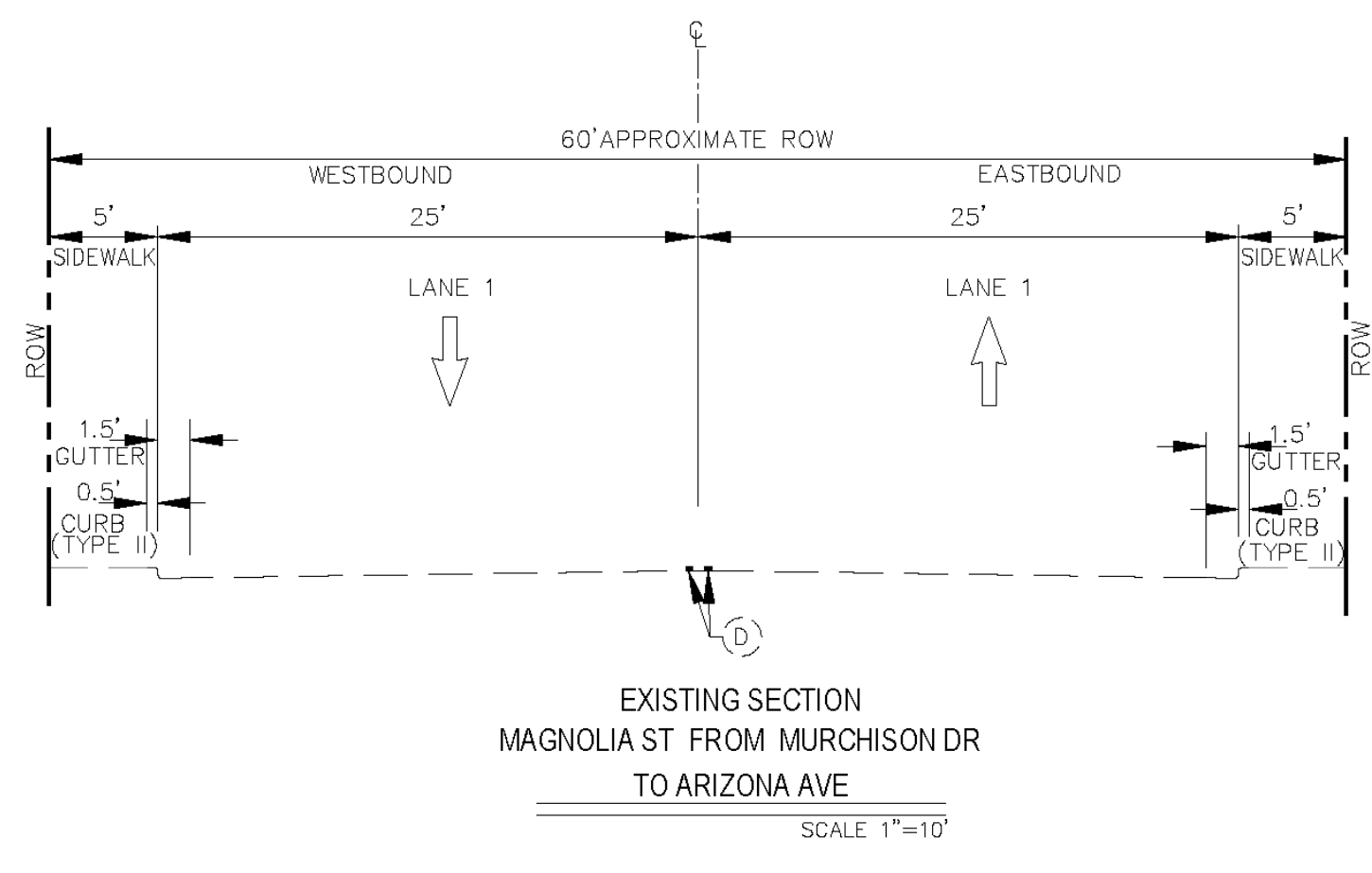


PROPOSED SECTION
MURCHISON DR. FROM N COTTON ST.
TO MAGNOLIA ST.
SCALE 1"=10'



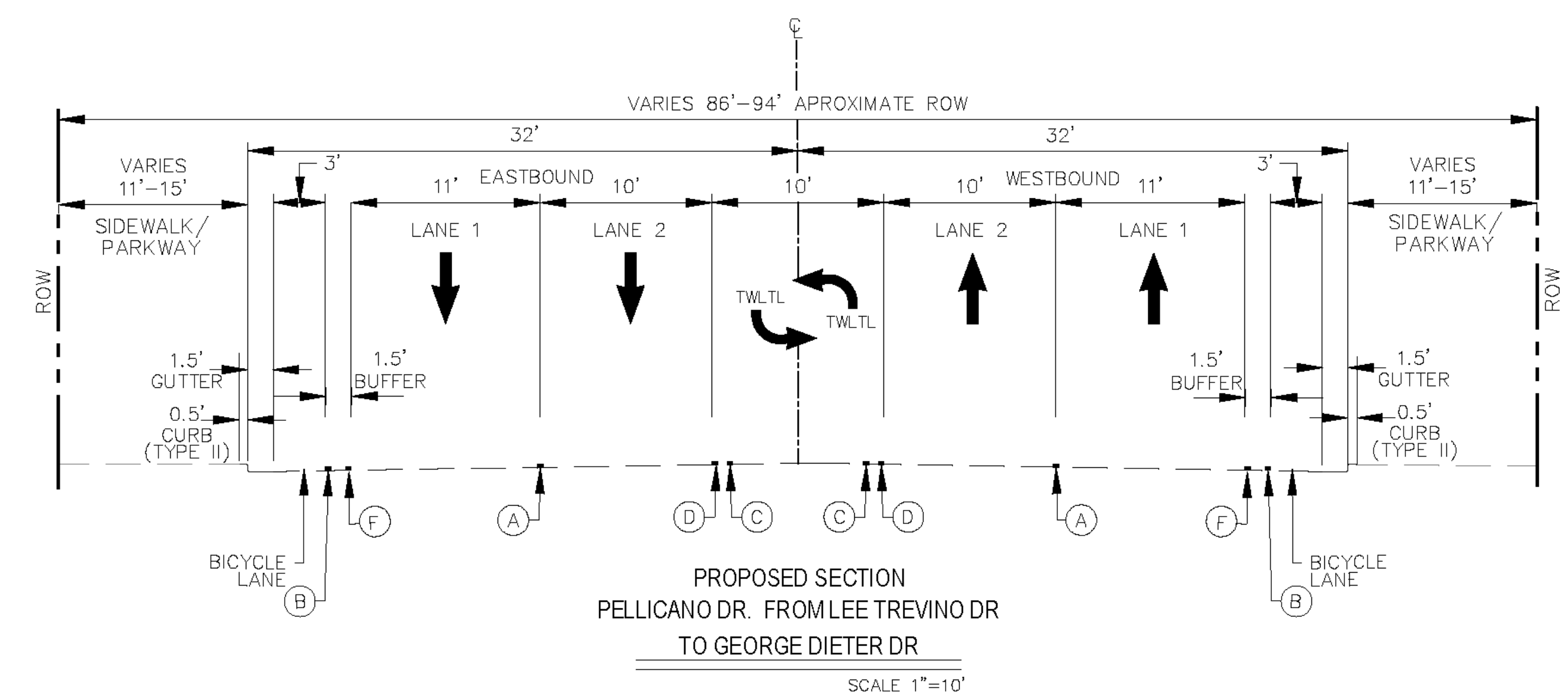
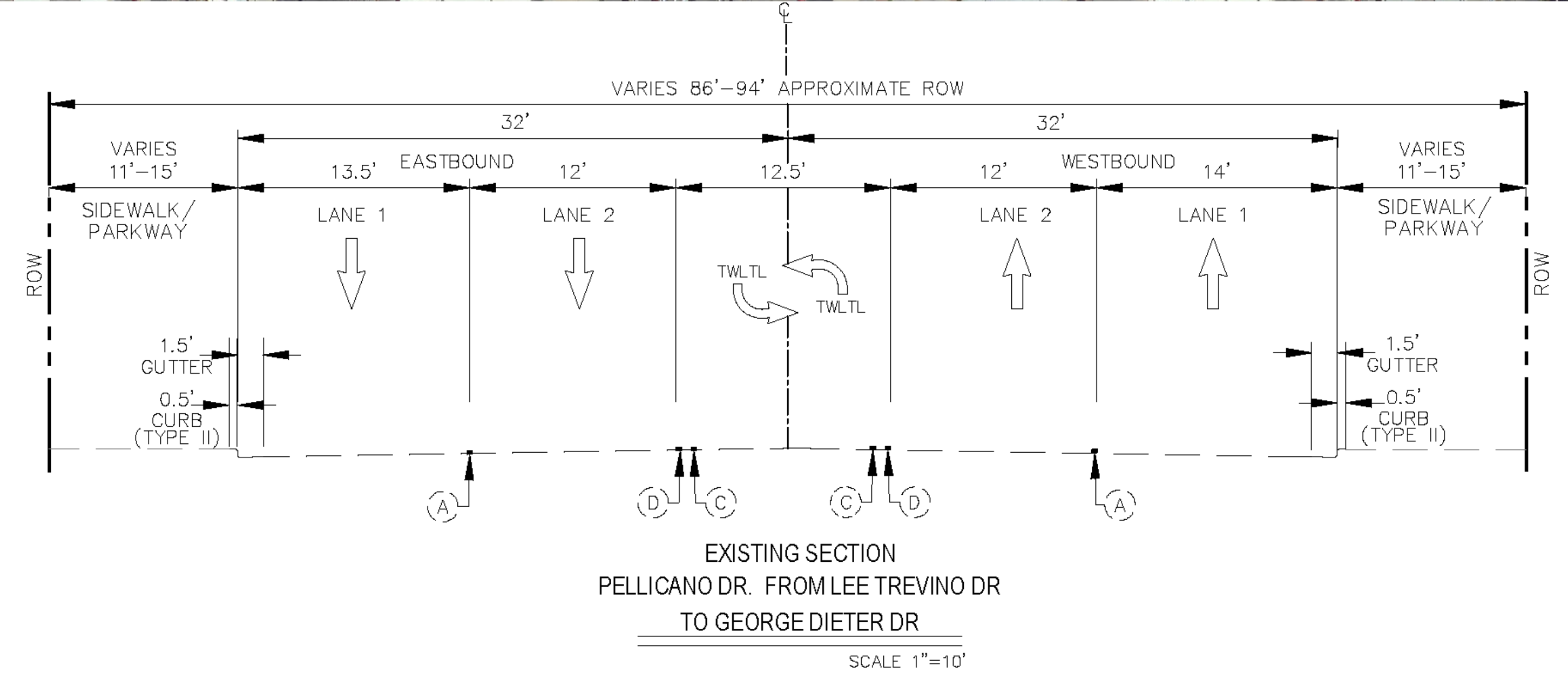
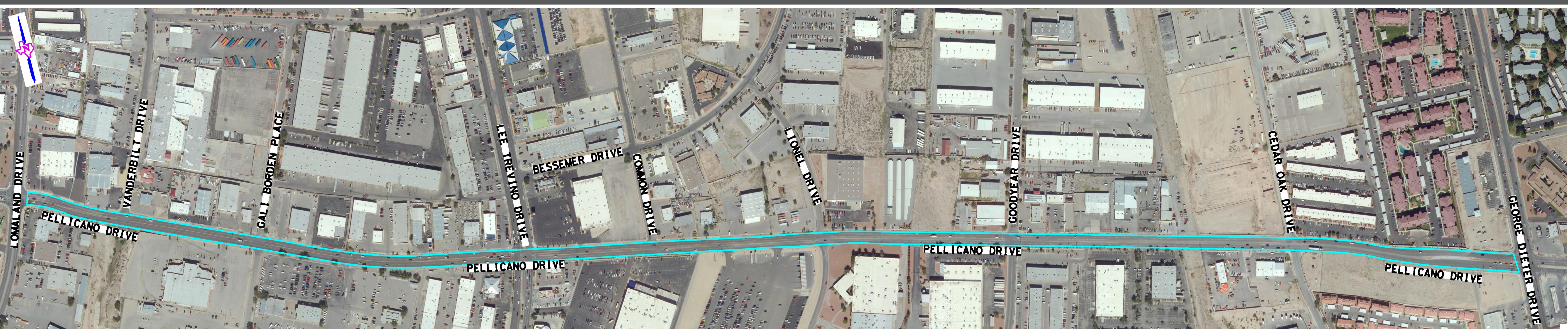


MURCHISON DRIVE AND TYPICAL SECTIONS



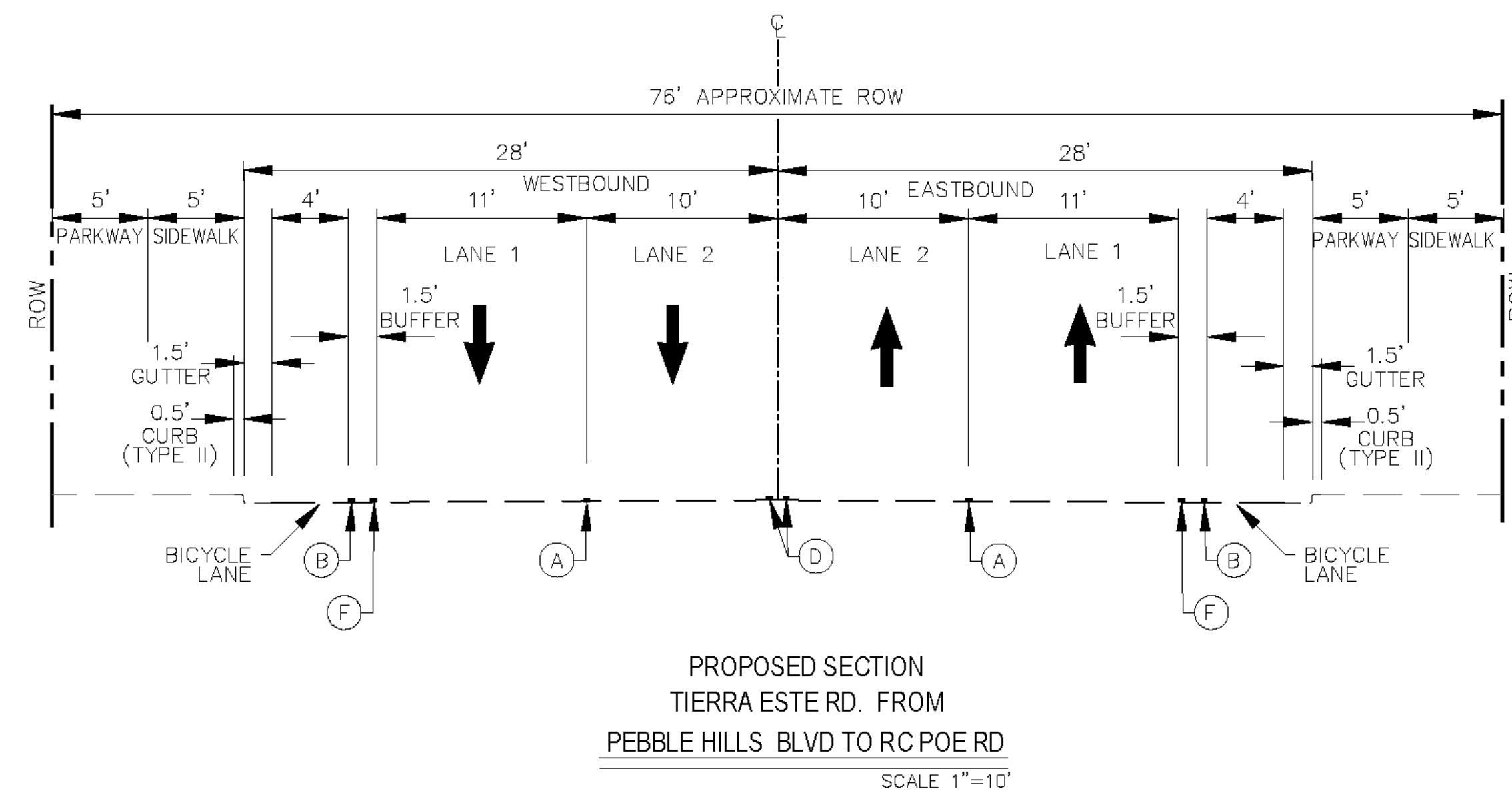
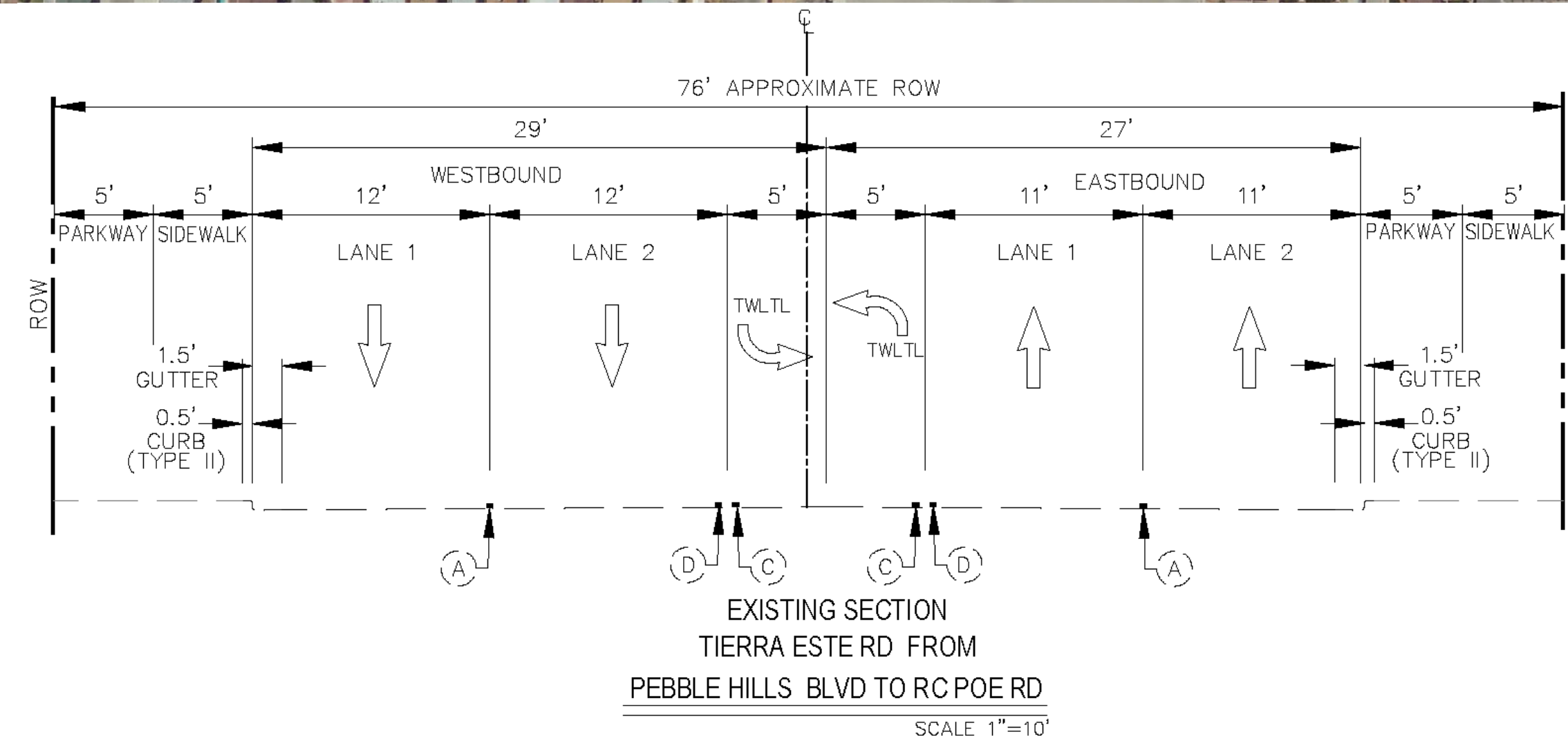


PELLICANO DRIVE AND TYPICAL SECTIONS



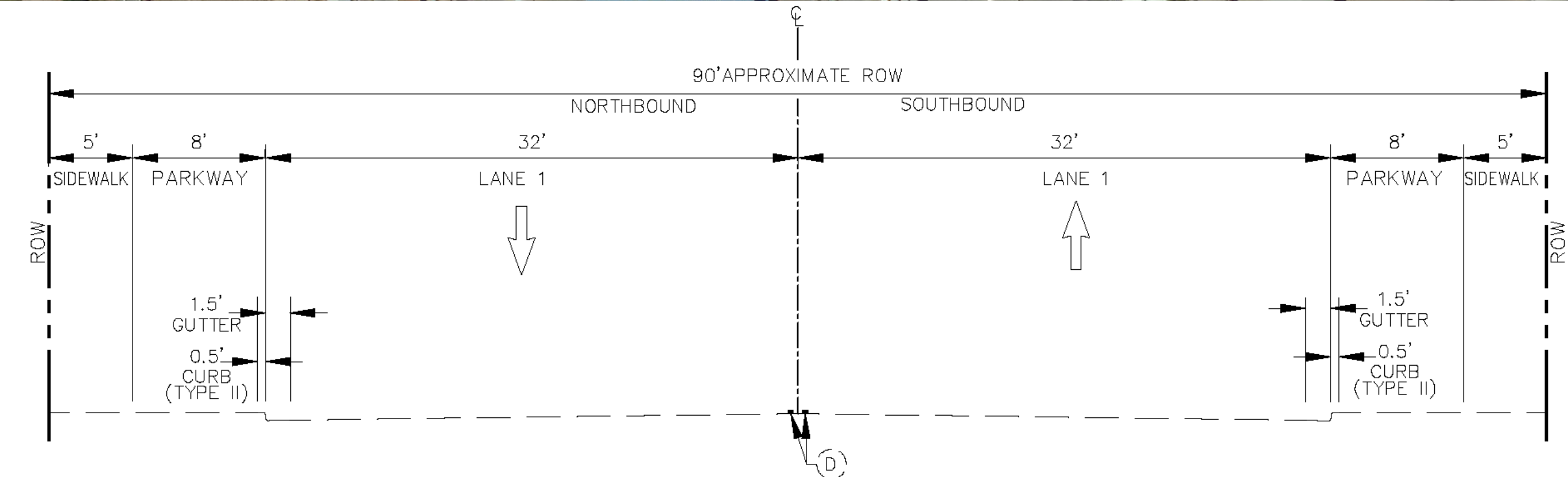
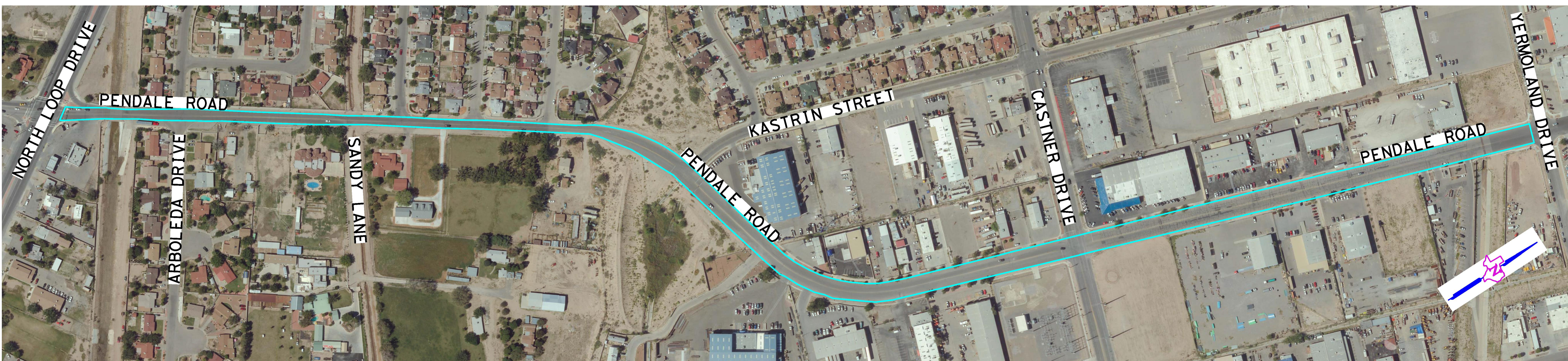


TIERRA ESTE ROAD AND TYPICAL SECTIONS

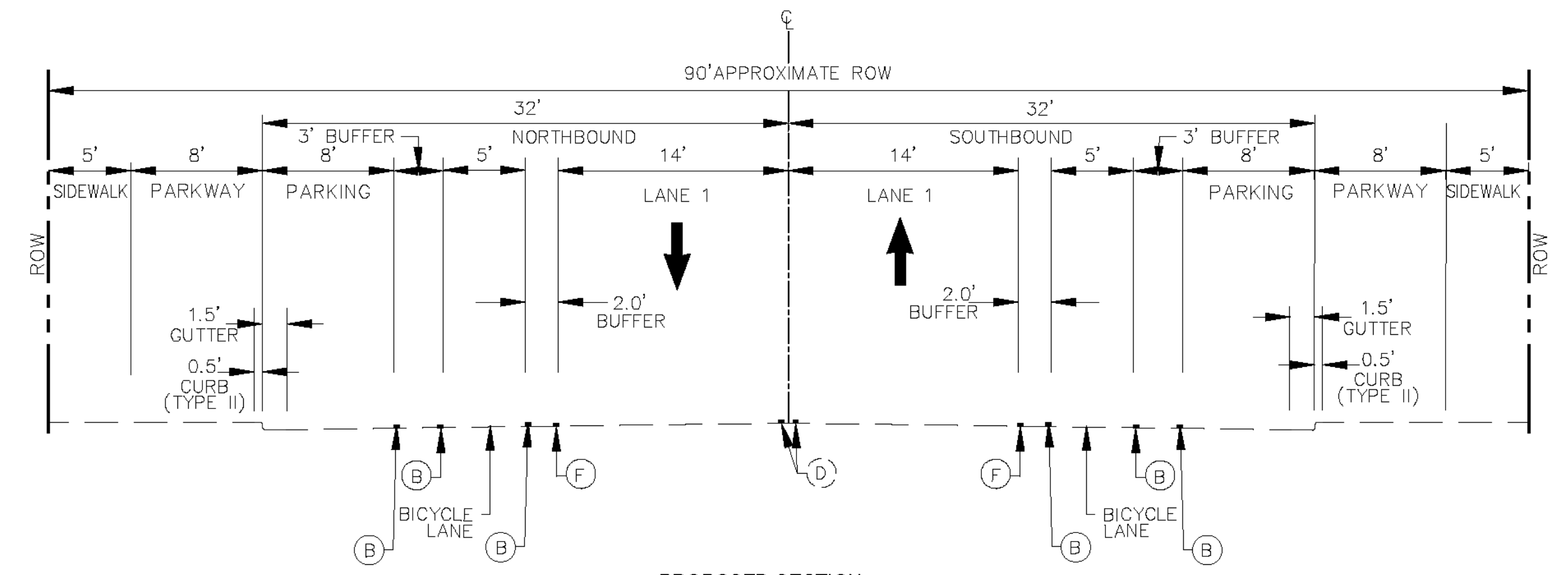




PENDALE ROAD AND TYPICAL SECTIONS



EXISTING SECTION
PENDALE RD FROM CASTNER TO
YERMOLAND DR
SCALE 1"=10'



PROPOSED SECTION
PENDALE RD FROM CASTNER
TO YERMOLAND DR
SCALE 1"=10'





City of El Paso
Bicycle Connectivity Infrastructure Project, Phase II
CSJ: 0924-06-543

Public Hearing / Audiencia Pública
Wednesday, February 5, 2020 / miércoles, 5 de febrero de 2020

Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936.

AGENDA / PROGRAMA

Open House and Exhibit Viewing **6:00 p.m. – 7:00 p.m.**
Casa Abierta y Exposición

Presentation and Public Comment Period **7:00 p.m. – 7:30 p.m.**
Presentación y Período de Comentarios Públicos

- **Welcome and Introduction** TxDOT El Paso District
Bienvenida e introducción
- **Project Design** City of El Paso
Diseño del Proyecto
- **Environmental Presentation** City of El Paso
Presentación ambiental

RECESS (15 MINTUES) / RECESO (15 MINUTOS)

- **Opportunity for Public Comment** TxDOT El Paso District
Oportunidad para comentarios del público

Please limit your speaking time to 3 minutes so that everyone who wishes to speak may have an opportunity to do so.

Favor de limitar sus comentarios a 3 minutos, para darle oportunidad a todos los que desean hacerlo.



PUBLIC HEARING

City of El Paso
Bicycle Connectivity Infrastructure, Phase II
El Paso County, Texas
CSJ: 0924-06-543

Wednesday, February 5, 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(PLEASE PRINT)

NAME: _____

ADDRESS: _____

REPRESENTING: _____

COMMENT FORM

This form is provided to receive your comments regarding the proposed bicycle enhancements. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by Thursday, February 20, 2020. Thank you for your comments.

COMMENTS: _____

Written comments submitted by mail must be postmarked by Thursday, February 20, 2020 and sent to:
Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901
CanoOA@elpasotexas.gov

-----Fold Here-----

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Place
Stamp
Here

Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901





AUDIENCIA PÚBLICA

Infraestructura de Conectividad Ciclista, Fase II
Condado El Paso, Texas
CSJ: 0924-06-543

miércoles, 5 de febrero del 2020 - 6:00 PM
Marty Robbins Recreation Center
11620 Vista Del Sol Dr., El Paso, TX 79936

(POR FAVOR USE LETRA MOLDE)

NOMBRE: _____

DIRECCIÓN: _____

REPRESENTANDO: _____

HOJA DE COMENTARIOS

Esta hoja ha sido proporcionada para recibir sus comentarios con respecto al proyecto. Por favor utilice el espacio proporcionado abajo, e incluya páginas adicionales en caso necesario. Sus comentarios se pueden depositar en la "Caja de Comentarios" o ser enviados por correo a la dirección indicada abajo. Comentarios por escrito deben estar matasellado por las oficinas de correo postal a más tardar el jueves, 20 de febrero del 2020. Gracias por sus comentarios.

COMENTARIO: _____

Todos los comentarios por escrito mandados por correo deben tener el sello postal a más tardar el jueves, 20 de febrero de 2020 y enviados a:

Capital Improvement Department

Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II

218 N. Campbell – Second Floor

El Paso, TX 79901

CanoOA@elpasotexas.gov

-----Doble Aquí-----

-----Doble Aquí-----

Coloque
Estampilla
Aquí

Capital Improvement Department
Attn: City of El Paso Bicycle Connectivity Infrastructure, Phase II
218 N. Campbell – Second Floor
El Paso, TX 79901



SPEAKER REGISTRATION

Number _____

City of El Paso - Bicycle Connectivity Infrastructure Phase II
CSJ: 0924-06-543

PLEASE COMPLETE THIS CARD IF YOU WOULD LIKE TO MAKE VERBAL COMMENTS AT TONIGHT'S HEARING.
Please note: speakers will have 3 minutes to complete their comments.

NAME (PLEASE PRINT)

DATE

REPRESENTING (ie: HOA / Neighborhood Group / Business)



REGISTRO DE ORADOR

Number _____

City of El Paso - Bicycle Connectivity Infrastructure Phase II
CSJ: 0924-06-543

FAVOR DE LLENAR ESTA TARJETA SI DESEA REALIZAR COMENTARIOS VERBALES EN LA AUDIENCIA DE ESTA NOCHE.
El orador estará limitado a 3 minutos para comentarios.

NOMBRE (FAVOR USAR LETRA DE MOLDE)

FECHA

REPRESENTANDO A: (ie HOA / Grupo Vecindario / Negocio)



Attachment H Photographs



